

The Hongkong Telegraph.

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CONTENTS.

Marriage and Deaths.

Leading Articles.

Dock Competition in the Far East.
Police Patrols in Hongkong.
A Hint to Hongkong Merchants.
Salubrious Bangkok.
The Yunnan Railway.
Landing Facilities.
The British Opium Revenue.
Steering Salaries.
Char and Ricksha Coolies.

Telegrams.

America: Mrs. Abbe.
Shipping Disaster.
Russia in China.
The Hsinchong Rising.
Japanese Training Squadron.
The Hungtze.
Storm at Shanghai.
The S.S. Nippon.
Tanjong Pagar Docks.
Legal Intelligence.
Partnership Dispute.
The Lau Yung Bank Case.
Claims for Rent.
The County of Nations.
Question of Trade-marks.
Legal Proceedings.

Police.

Stealing Tram Tickets.
A Disorderly House-boy.
Breach of Harbour Rules.
An Alleged Chinese Conflic.
Partnership Dispute.
Breach of Shipping Rules.
Alleged Assault on the High Seas.
Suicide of a Chinese Woman.
Lokong Ching.
Burglary in a Car.
A Serious Joke.
A Lightening Hill Road Outrage.
Peak Chair Coolies Aggravated.
Policeman Charged with Assault.

Correspondence.

Wing Lee Teet Insurance.
The Arrangement of an Excise Officer.

Miscellaneous Articles and Reports.

H. E. the Governor.
Mr. A. J. May Honoured.
The Opium Trade.
Belongs Public School.
Prince Tsai Tsch.
Kowloon Canton Railway.
Military and Naval Land.
Hongkong Shipyards and Public Works.
Indo-China S. N. Co., Ltd.
Yunnan Railway.
An American Visitor.
Fire in a Pawnshop.
Sunday's Excursions.
Kowloon Bowling Green Club.
On the Road to Tanley.
Burglary at Wank Yai.
Water return.
Wild Deer in Wankong Harbour.
Hongkong Volunteer Reserve Association.
The Prometheas Ashore.
Settlement of the Szechuan Affair.
Education in the South of China.
The Lieut. Mr. A. W. Maitland.
Indo-China Railway.
Boxing in Hunan.
Shipping Competition.
The Hsinchong Rising.
A British Post Office for Tientsin.
U.S. Consular Charges.
Japanese Dockyard at Shanghai.
Honours for Japanese War oris and Statesmen.
The Charge of Arson at Yokohama.
Anti-Japanese Plot in Korea.
Prince Togo?
The Tourist Traffic in Japan.
Dahly as a Free Port.
The Japanese Army.
The Prospects of Japan.
Baly, Kili as a Trade.
Dahly and Newchwang.
The Japanese Trade.
The South Manchuria Railway.
Life on Board the All.
Japan's Foreign Trade.
The Situation in Korea.
Dry Dock Demerit.
Wild Boar Hunt in Singapore.
Sandakan as it is.
Trist Society in Sarawak.

Local and General.

MARRIAGE.

On 30th June, at Shanghai, JOAO CLAUDIO eldest son of the late Jose Cyllind'Angino, to LILY MARIA, second daughter of the late Chevalier Eugenio Francisco Xavier dos Santos Remedios, F.R.G.A., Ltd., etc., etc.

DEATHS.

On the 27th June, at Shanghai, ALEXANDER MILLER, 2nd Engineer S.S. *Pelham*, aged 38 years.
On the 28th June, at Shanghai, LILY CURRIE, aged 15 years.
On the 1st July, at Shanghai, FRANK LEE, late Wharfinger, China Merchants' S.N. Co., Kincleyn Wharves, aged 71 years.
On the 2nd July, at Shanghai, of heart failure, A. W. MAITLAND, aged 65 years.
Died at 43, Cairne Road, July 5th, 1906, SARAH HONORIA KIRK, aged 61 years.
Australian papers please copy.

The Hongkong Telegraph

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, JULY 7, 1906.

DOCK COMPETITION IN THE FAR EAST.

(30th June.)

One of those rapid and entirely misleading articles which have for their object the disparagement of the British engineering and shipbuilding concerns in the Far East appears in the latest issue of *Commercial Intelligence*, a weekly periodical whose declared policy is the fostering of British interests in the world. Unfortunately, the journal in question seems to be guided by the principle that the best method of encouraging British trade and awakening British merchants to a proper realisation of the effects of foreign competition, is to decry British industries, turn a blind eye to the progress of British commerce, and frighten British investors out of the market. It does not seem to comprehend that such a principle is more calculated to inflict grievous injury on those British investors who, whether from patriotic or other motives, have sunk their capital in Colonial enterprises, than to contribute to the promotion of new schemes or lead to the diffusion of new British capital in overseas undertakings. The article referred to emanates from a Shanghai correspondent, whose whole aim and object appears to be the aggrandisement of the Japanese engineering and shipbuilding yards at the expense of the establishments in Hongkong, Shanghai and Singapore. Seldom have the Japanese yards enjoyed such a panegyric at the hand, presumably, of an English writer; but the appreciation would have been of vastly greater value had the correspondent confined his remarks to matters of fact. It is admitted by all that the enterprise and progress of the Japanese in building docks and constructing vessels is worthy of the highest praise. Within a few years Japanese shipwrights and engineers have absorbed and turned to practical advantage the lessons learned in European countries and taught by British and other experts who have been specially employed to enlighten our allies in the Far East. The Japanese have applied themselves assiduously to the task of acquiring Western methods and that they have succeeded none can deny. But when it is claimed by them, or on their behalf, that as a result of this remarkable zeal they have out-distanced all others in the race for mastery—particularly in so far as shipbuilding, shiprepairing and engineering are concerned—we must respectfully decline to admit the contention. In the course of the article in *Commercial Intelligence* the writer says: "A striking fact about the Japanese shipbuilding and dock concerns is that they are all capable of accepting and carrying out building contracts of considerable magnitude, which is not the case with any other concern anywhere East of Port Said. Of course, they have to import a considerable amount of their material, but so have the others. There appears to be considerably more technical knowledge and skill in the private yards of Japan than in any of the concerns working in the British possessions of the East or in China. What is more, the class of material purchased in Great Britain by the Japanese yards is far higher than is the case with similar concerns at either Singapore, Hongkong, or Shanghai." These are suggestions which will appear amazing to residents in the Far East. A eulogy of Japanese dockyards might receive a considerable meed of approval even from rival undertakings, but when it is submitted as a fact that the Japanese concerns are all in a better position to carry out building contracts or undertake repairing work than such undertakings as the Hongkong and Whampoa Dock Company, the Shanghai Engineering and Shiprepairing Company, or the new Government institution, the Tanjong Pagar Dock Board, a chorus of dissent will be aroused. The Hongkong Company can point to a record of achievements which would have added lustre to the reputation not merely of any shipbuilding and engineering yard in Great Britain but even of the private yards of Japan. That may appear to be a preposterous avowal in the eyes of the Japanese enthusiast in Shanghai, but the fact remains and is incontrovertible. When it is suggested that the Japanese appear to have more technical knowledge and skill than the trained British workmen in Hongkong, for example, we are tempted to smile and wonder how the writer came by that fellow feeling which makes him so wondrous kind. The despised and ignorant artificers and mechanics of the Hongkong and Whampoa Dock Company have now reached the depths of disgrace. True, the Admiralty experts in England have but recently lavished encomiums on the skill and efficiency of the so-called inept workmen at Kowloon, and have held out their performances as worthy of emulation. At Wanchai and Devonport. The shrewd managers of local shipping firms have heaped praises on the Dock Company on account of the character of the vessels built for Far Eastern requirements; but that is of no avail. The Shanghai correspondent of *Commercial Intelligence* knows nothing of these things and cares less. When the Government of the Straits Settlements expropriated the Tanjong Pagar docks it did not consider it necessary to discharge summarily the old staff of mechanics, etc., on the ground that their technical knowledge was nil, and their presence a menace

to the prosperity and efficiency of the docks. Yet they are far inferior to the Japanese workmen in brains and initiative if we are to believe the Shanghai panegyrist. It is disconcerting to find that all these years we have been living in a fool's paradise, but there is one consolation—we may yet reform our ways before we are swamped by the all-conquering Japanese. The mechanics and shipbuilding experts at Kowloon must look to their laurels; they must furbish up their technical knowledge; they must show that English and Scotch engineers and shipwrights—specially selected though they might have originally been from first-class and world-famed yards in the United Kingdom—can yet keep in the van of progress and compete on terms of equality with the sturdy islanders in the North. And yet notwithstanding all this rignarole about incompetence and ignorance most people will retain their faith in the abilities of the European engineers at Kowloon and at other places in the Far East. It may be foolish and an evidence of mental decadence, but there the matter stands, despite the enthusiasm of the pro-Japanese writer in Shanghai. When he adds that the Japanese purchase a higher class of material from British factories than the concerns in Hongkong, Singapore and Shanghai we can only characterise his assertion as ridiculous and absurd; it needs no comment. The closing remarks are decidedly mischievous: "In view of these facts, it is difficult to see anything bright in the prospects of those dock companies working in Hongkong or Shanghai, and I must again very strongly advise British investors to abstain from providing capital for any such concern that is likely to be offered in London." It may be that the author of that warning is a disinterested witness, inspired by the purest motives and sincerely anxious to save the British investor from ruin, but there is a curiously unsatisfactory tone about the sentence. It rings hollow and falls as it is a prepared peroration. One gleam of hopefulness is left—the British investor in all probability will never see the sacred of misstatements which appears in this wonderful effusion from Shanghai.

POLICE PATROLS IN HONGKONG.

Yesterday, a correspondent residing in the Eastern district of Hongkong drew attention to a subject which seems to be the principal topic of conversation in that locality at present. It is maintained that from Wanchai to Causeway Bay it is the exception instead of the rule to meet one of the law's myrmidons, and the suggestion is that this lack of police supervision is responsible for the numerous "outrages" (and there is which) occur in the district. It can well be understood that the fact of a lady being liable to an attack by a band of scoundrels who may enter her house in broad daylight is causing the gravest concern among the residents. During the daytime most of the houses are practically at the mercy of prowling thieves, who have previously made themselves acquainted with the habits of the various households and act accordingly. In most of the houses there is nobody present with the exception of a defenceless woman and, perhaps, one or two domestic servants who would fly for their lives at the bare idea that a gang of cut-throats was in possession, and even if they were valorous enough to stand by their mistress's efforts to repulse the miscreants would be feeble in the extreme. It is said, with what degree of truth we are unable to say, that practically every house in Morrison Hill Road and Leighton Hill Road has been systematically robbed within the course of the last six months. It is not so very long ago since an American was "held up" in a ricksha in the same district by a couple of thieves who flung pepper in his eyes and attempted to overpower him. That they did not succeed was due more to the stout resistance offered by the victim than the presence of the police. Of course, it is a hackneyed saying that the police are never where they are wanted, but we would not endorse the remark for a moment. The police in Hongkong have an onerous and difficult duty to perform. They have to handle a cosmopolitan population judiciously, and patrol a large area with a limited force. But it certainly does strike the average reader occasionally that much power is lost by indiscriminate raids on hawkers and gamblers, with the result that the real criminal is left to pursue his nefarious profession in the quiet residential sections of the city undisturbed by the fear of the law in the person of a constable. While petty crime must be held in check, it is highly essential that no part of the city be left at the mercy of the felon. Certainly, when a case occurs similar to that reported the other day, when a lady was attacked in her private house and dangerously wounded, people are apt to become hysterical and throw the entire blame on the shoulders of the police, forgetting that even a constable cannot be everywhere at once. But there seems to be no doubt that a revision of the areas patrolled is highly necessary. If the best allotted to each constable involves his absence from any particular spot for an extended period of time then the remedy is at hand. Hongkong is well off to pay for additional men so that the districts may be reduced, and a feeling of security implanted in the minds of the inhabitants. At present the Wanchai population, if we may judge from various reports, live in an agony of apprehension, fancying that every knock signifies the arrival of a marauding band. The picture may be exaggerated, but that is the impression conveyed, and it behoves the police to dispel the alarm of those under their care.

A HINT TO HONGKONG MERCHANTS.

(3rd July.)

Some pregnant remarks are made by Mr. F. B. Wilkinson, Acting Consul at Wuchow, in his capacity of trade in that district during the past year, and they should be of special interest to merchants and shipping firms in Hongkong. While he regards the general conditions of trade in Kwangsi as inimical to the development of the province's undoubted resources by the introduction of foreign capital, he is firmly of opinion that British firms of standing in Hongkong would find it to their advantage to open branches at Wuchow, and engage directly in the import and export business, instead of leaving it in the hands of a few Chinese firms in the Colony. He remarks that he is well aware that it is the general opinion among British merchants that it is quite impossible for foreign firms to compete with the Chinese at Wuchow or in the interior, either in the distribution of imports or in the purchase of produce for export. The conditions, however, are not quite the same in Kwangsi as they are in other parts of China, and he suggests that the experiment should, at any rate, be made by some British firm. He describes the methods pursued by the Canton and Fatsien firms in "dealing with the people of the interior. Business is mainly carried on by barter and the buyers have to take with them to every market town they visit as many bales of cotton yarn, which is the chief medium of exchange, or other foreign goods as they estimate will be sufficient to pay for the produce they may find there. They also take up with them outward transit passes to exempt the goods purchased from *likin* duties. The goods are eventually shipped down the Yangtze to Hongkong. "In some cases," he observes, "the goods are ordered and the price fixed in advance. The system has many good points to recommend it as it involves no risks to the foreign merchant and very little trouble; but any foreign firm with capital at its disposal which, instead of waiting for the business to come to it at Hongkong, opens a branch of its own at this port and sends its own buyers into the interior, will apparently have so many advantages over the native firms with which it competes that, while greatly benefiting its import trade, it will also be able to lay down produce for export at Hongkong at lower cost than these firms are able to do." It is pointed out that native dealers are handicapped through lack of capital, and when it is stated that the rates of interest charged by the native banks run from 12 to 36 per cent, it will be understood that the small inclination to "amark on sentence" whose success is not absolutely assured. One of the advantages of having a branch in Wuchow instead of working the trade from Hongkong direct is, first of all, that less opposition will be encountered there; and, secondly, the knowledge that there is a firm there which will buy produce—at present Wuchow is merely a port of transshipment—will encourage sellers in the interior, instead of waiting for the buyers to visit them, to bring their goods down themselves to the port. Mr. Wilkinson is very enthusiastic over this matter, and predicts that if a British firm opened a branch at Wuchow it would never meet the day. One suggestion which he makes is eminently reasonable—the man in charge should have a working knowledge of Chinese so that he might be in a position to deal with the natives at first hand, instead of having to trust to a Chinese "clerk" whose interests are not always the interests of their employers. The idea should certainly commend itself to local merchants who are always on the outlook for new sources of revenue, for it seems that the initial cost of inaugurating a branch would be infinitesimal in comparison with the profits in the end.

SALUBRIOUS BANGKOK.

Bangkok people are peculiarly sensitive to any allusion which would seem to disparage their centre of civilisation. When it was suggested in these columns some time ago that Bangkok was annually scourged by cholera we stated a fact which nobody can deny; but the residents in the capital of Siam decided to object to any reference—being made in a leading article and a contributed sketch which appeared on successive days in the *Hongkong Times*. It is amusing to read the former that "Bangkok, it may be admitted, is not an ideal place of residence, but the fact remains that no farang ever willingly exchanged it for either Singapore or Hongkong, even though the latter has the distinction of being clean enough to suit the insidious plague bacillus." And yet it is to Hongkong that the *farangs* in Siam invariably journey when their health breaks down and they need the bracing climate to counteract the effects of life in the jungle. The writer of the contributed article denies that Bangkok lacks the luxuries and comforts of ordinary civilised cities, and, greatly daring, offers to find us a first-class hotel and the best of everything provided we take a trip to that city. But having had some experience of the place we hardly care to take advantage of his generosity even though we miss all the delights which he depicts. He speaks of hale and hearty old residents who actually prefer the atmosphere of Bangkok to any other place between heaven and Texas, and suggests that the "Hongkong critic" knows nothing of Bangkok. In fact, he abandons himself to an orgy of enthusiasm in favour of his place of exile and, it might be fancied, almost persuades himself that his picture is

correctly drawn. Bangkok may be all that its admirers claim for it, yet things happen there that could never occur in Hongkong. For instance, it is humdrum to read in one column the beauties of Kulkonghorn's city, and in immediate juxtaposition to find the following paragraph:—"There has been a dead horse lying by the side of the new road opposite Hongkong Bank-lane for the last two or three days. Yesterday it had been dragged out into the middle of the road, besides being offensive to the nose, the carcass had been ripped open by vultures, and presented a ghastly spectacle. Surely, there should be some chance of discovering and prosecuting the owner."—Of course, if that is the sort of thing that Bangkok people like naturally they would be out of place in Hongkong. The writer remarks: "Bangkok being what it is, with all its admitted shortcomings, what will it be when its sanitation and water supply are as good as, say, those of Hongkong?" There is much virtue in the "when," and much imagination in the writer, but it is to be doubted whether even in those halcyon days Bangkok will ever be able to compete with Hongkong as regards salubrity and healthiness. Still it is good in these doubting days to find that the world is not yet destitute of optimists.

THE YUNNAN RAILWAY.

(3rd July.)

Our contemporary in Shanghai, the *North China Daily News*, has long and deservedly enjoyed a high reputation for accuracy and reliability, a reputation springing from the due regard of sober fact unadorned by the embroidery of fantastical views. But it seems probable that the *News* has been led astray in its account of the sufferings endured by the coolies who were recruited at Tientsin as labourers on the Yunnan railway. The information on which the newspaper in question based its remarks was forwarded by a member of the China Inland Mission, who declared that he took the story direct from the lips of broken-down coolies, who were trudging all the way from Yunnan back to their homes in Tientsin. Not satisfied with one witness, the missionary took corroborative evidence, and then proceeded to pen a graphic picture of heart-rending atrocities inflicted on these coolies by a callous and inhuman French Company. Unfortunately, the language of the missionary was so pathetic that an ordinary reader was apt to consider it high-flutin. It was a vivid allegory, the tale of gangs of men kneeling at the missionary's door and begging for help. He related that: "As soon as they went to work in Yunnan they began to sicken and die, so the foreman turned them adrift to get home as they could. The stronger of these refugees have now passed us and the poor, struggling rear-guard are upon us. They can scarcely rise after sitting down at our door to beg. Armed guards stood over them while they were at work; they were starved, beaten, refused their wages and turned adrift in the end to fend for themselves. Such is the missionary's tale of woe, and the *News* comments upon the letter in terms which would bring tears to the eyes of the proverbial crocodile. It cries aloud that "the anguished cry of humanity must be heard," it speaks of men "seeing their comrades dying around them, helpless, hopeless, and, we may depend upon it, hardly used, even if the armed men who drove them into tunnels are an exaggeration." No doubt the author of the jeremiad is a good and godly man, but it is doubtful whether, when it comes to worldly affairs, he is an altogether reliable witness: kindly disposition and a greedy ear for passing events are apt to lead the judgment astray, and a missionary living isolated from the world at large must frequently find that his judgment has become warped for lack of that polish which comes from continual contact with men of his own mental calibre. It is possible that the writer of the narrative which appeared in the *News* was regaled by some Chinese mendicants with a story which he had picked up, and elaborated in the course of their wanderings through the country. M. Gaston Liebert, the French Consul at Hongkong, who should know as much about the doings on the Yunnan railway as anybody, seeing that he was one of those who had a share in completing the negotiations at Peking, in 1901, declared to a representative of the *Hongkong Telegraph* that the whole story, if represented as having occurred recently, is a pure fabrication. He admitted that when work was inaugurated on the railway in 1904 mistakes were made by the contractors, mainly through ignorance. They knew nothing of the conditions in China; they were unprepared to deal with gangs of Chinese labourers who depended upon them for their rice; and they thought they could pay the men with cheques and banknotes. Of course these were serious errors, but they were not irretrievable. And all this happened two years ago. The best proof that the missionary's tale lacks solid foundation is found in the fact that the recruiting of coolies for the Yunnan railway has the sanction of the Chinese authorities, and is supported by Viceroy Shun of Canton. It is absolutely certain that if there was the slightest suspicion that things were not as represented such support would be bridled withheld. The theory advanced by Mr. Liebert for the circulation of these stories is at least plausible. He believes that the "agitation" is due to those Chinese who wish to retain all national enterprises in Chinese hands. That feeling was evidenced when the question of the Canton-Hankow railway was under consideration. Then the Chinese declared that they would have no more concessions to foreigners; they would undertake the construction of the railway

themselves, keep the controlling powers in their own possession, and subscribe all the necessary capital from their own resources. No doubt that is a highly commendable spirit, and it was taken as a sign that the Chinese had started on a new era of progress. They had recognised the importance of unity and the value of national pride. But in the case of the Yunnan railway we are faced with another condition of things. The contract was framed and signed before this new spirit had come into being. The preliminary construction work was commenced before the patriotic feeling had been manifested. And it is only now, after two years, that we have fresh allegations made against the Yunnan contractors. That they made mistakes they do not deny; that they did their best to repair those mistakes seems evident; in these circumstances, it would be well to wait for further corroborative evidence that the contractors have reverted to the methods of the tyrant before accepting as gospel the highly-coloured account furnished to our contemporary.

LANDING FACILITIES.

(4th July.)

As the shipping of the port grows each year and the harbour accommodation becomes more and more restricted, it has been necessary to extend the anchorage ground for vessels of the mercantile marine farther westward to relieve the congestion in the central portion of the harbour of Victoria. It has been pointed out to us that the landing facilities are inadequate for the growing needs of the shipping community. An estimable member of that fraternity has represented that, considering the large number of steamers which moor down at Kennedy Town, it would be a great convenience to the crews of those ships to have some landing steps nearer than those existing. The Po On Insurance Godowns, at opposite the Po On Insurance Godowns. At present landing is rather difficult and risky—the only available way is to get on to some of the lighters near the stone-walls and get ashore from their staging boards. It would be much appreciated if a landing step was available near the godowns of the American Mail Lines. We have no doubt that solicitors, as the head of the Harbour Department is of the reasonable requirements of the shipping community. Unfortunately, the language of the missionary was so pathetic that an ordinary reader was apt to consider it high-flutin. It was a vivid allegory, the tale of gangs of men kneeling at the missionary's door and begging for help. He related that: "As soon as they went to work in Yunnan they began to sicken and die, so the foreman turned them adrift to get home as they could. The stronger of these refugees have now passed us and the poor, struggling rear-guard are upon us. They can scarcely rise after sitting down at our door to beg. Armed guards stood over them while they were at work; they were starved, beaten, refused their wages and turned adrift in the end to fend for themselves. Such is the missionary's tale of woe, and the *News* comments upon the letter in terms which would bring tears to the eyes of the proverbial crocodile. It cries aloud that "the anguished cry of humanity must be heard," it speaks of men "seeing their comrades dying around them, helpless, hopeless, and, we may depend upon it, hardly used, even if the armed men who drove them into tunnels are an exaggeration." No doubt the author of the jeremiad is a good and godly man, but it is doubtful whether, when it comes to worldly affairs, he is an altogether reliable witness: kindly disposition and a greedy ear for passing events are apt to lead the judgment astray, and a missionary living isolated from the world at large must frequently find that his judgment has become warped for lack of that polish which comes from continual contact with men of his own mental calibre. It is possible that the writer of the narrative which appeared in the *News* was regaled by some Chinese mendicants with a story which he had picked up, and elaborated in the course of their wanderings through the country. M. Gaston Liebert, the French Consul at Hongkong, who should know as much about the doings on the Yunnan railway as anybody, seeing that he was one of those who had a share in completing the negotiations at Peking, in 1901, declared to a representative of the *Hongkong Telegraph* that the whole story, if represented as having occurred recently, is a pure fabrication. He admitted that when work was inaugurated on the railway in 1904 mistakes were made by the contractors, mainly through ignorance. They knew nothing of the conditions in China; they were unprepared to deal with gangs of Chinese labourers who depended upon them for their rice; and they thought they could pay the men with cheques and banknotes. Of course these were serious errors, but they were not irretrievable. And all this happened two years ago. The best proof that the missionary's tale lacks solid foundation is found in the fact that the recruiting of coolies for the Yunnan railway has the sanction of the Chinese authorities, and is supported by Viceroy Shun of Canton. It is absolutely certain that if there was the slightest suspicion that things were not as represented such support would be bridled withheld. The theory advanced by Mr. Liebert for the circulation of these stories is at least plausible. He believes that the "agitation" is due to those Chinese who wish to retain all national enterprises in Chinese hands. That feeling was evidenced when the question of the Canton-Hankow railway was under consideration. Then the Chinese declared that they would have no more concessions to foreigners; they would undertake the construction of the railway

THE BRITISH OPIUM REVENUE.

(5th July.)

In view of the present agitation in England and in China against the opium traffic, a Government statement just issued upon the moral and material progress of India during the past year furnishes some instructive information as to the opium traffic in British territory. The opium revenue is partly raised by a monopoly of the production of the drug in Bengal and the United Provinces, and partly by the levy of a duty on all opium exported from native States. Though the poppy can be grown in most parts of India, its cultivation in British territory is permitted only in Bengal and the United Provinces and a small area on the frontier of Upper Burma. Under present orders the area under poppy cultivation in 1899-1900—viz., 621,300 acres—is not to be materially exceeded. The cultivator of opium receives a licence from the Government, and is granted advances to enable him to prepare the land for the crop, and he is required to deliver the whole of the produce at a fixed price to opium agents, by whom it is dispatched to the Government factories. The supply of prepared opium required for consumption in India is made over to the Excise department. The chests of "provision" opium for export are sold by auction at monthly sales in Calcutta. The various Native States have agreed to assimilate their opium arrangements to the British excise system, and levy heavy dues on opium exported from their territories for the China market. Such opium pays to the Indian Treasury a duty, which was £40 per chest of 140lb. for several years, until it was raised to £43, and then reduced to £40, at which rate it now stands. The net opium revenue in 1904-5 was £4,054,414, compared with £3,519,301 in 1903 and £2,849,955 in 1902. This does not include the licence fees and duty on opium consumed in India, which in 1904-5 amounted to £894,631.

STERLING SALARIES.

(6th July.)

Among the first questions asked by Hon. Mr. H. E. Pollock, after taking his seat in the Legislative Council, was one in which he sought to know whether the Government would consider the advisability of granting to those civil servants who draw their salary on a sterling basis the privilege of drawing half their pay at the rate of 1s. 8d. to the dollar, or of granting some other relief by way of

compensation to such civil servants. In reply to that question the Hon. the Colonial Secretary, at the meeting of the Legislative Council, held on the 17th May last, replied that His Excellency the Governor had communicated with the Secretary of State on the subject. Since then nothing further has been heard of the matter. It is therefore interesting, and possibly instructive, to note that on the 29th ult., at the Legislative Council meeting held at Singapore, the following question was asked by the Hon. Mr. Hugh Fort: "Is it the intention of the Government to introduce any scheme for the rearrangement of the salaries of members of the Civil Service and other public servants in view of the rise in exchange during the present year?" In reply, the Colonial Secretary said that the Secretary of State was not prepared to consider any general revision of salaries, but would receive recommendations regarding increases to the salaries of the subordinate officials who were paid on a sterling basis. As conditions in our sister colony are almost identical with those prevailing here, it is to be assumed from the above reply of the Secretary of State, that the result of His Excellency the Governor, Sir Matthew Nathan's communications with that official will be a similar reply regarding the Civil Service salaries in this Colony, a reply which cannot but be received with satisfaction by, and meet with the approval of, the ratepayers of the Colony. We have already dealt with this subject fully in these columns, and the reply of the Secretary of State to the Singapore Government supports the views we have all along expressed on the subject.

CHAIR AND RICKSHA COOLIES.

The question of our public transportation service is becoming daily a more serious and irritating one, especially for that portion of the community the exigencies of whose daily lives necessitate considerable travelling in rickshas and chairs. A cursory glance at the daily Police Court reports will show that scarcely a day passes without summonses against chair and ricksha coolies for insolence to, and attempts at extortion from, their fares being included in the list of cases to be dealt with by their Worthships at the Magistracy. Hitherto fines of \$2, \$3, and \$5 have been inflicted upon the offenders, in proportion to the gravity of their offence; but what do they care for these fines? Their complacent pays the fine, and recovers from the delinquent in such infinitesimal instalments as to make him feel it not at all, and the man leaves the Court smiling, and quite ready to repeat his offence within a hundred yards of the Court wherein he has just been punished. True it is that the Magistrates recognize the seriousness of the conditions, as exemplified by the action of Mr. F. A. Hazeland at the Magistracy yesterday, who, after trying several of these coolies on various charges of impudence in greater or lesser degree, called before him the comrade of the Peak chairs, and warned him that it was his business to see that the impudence of the coolies under his control ceased forthwith, and adding that, in future, coolies coming before him on these charges would, on conviction, be publicly exposed in the stocks. This is very good, so far as it goes; but, unfortunately, it does not go far enough. It is no use to warn an ignorant coolie as to what may happen to him in the future. Deeds speak louder than words, and examples is for them at any rate, better than precept. Let them have the example before them of some of the members of their fraternity being publicly birched, as to the younger ones, and the older members sent to goal "without the option," even if it be necessary to frame the Ordinance to provide for these somewhat drastic but necessary measures. The licence requires that the holder thereof shall keep exposed in a prominent part of his vehicle a framed copy of the schedule of legal fares, and were this done much of this trouble might be avoided; for the coolies would then know that everyone would be conversant with those fares, and that they would find it bootless to attempt any "squeeze." But is this done? We doubt if there is one person in a thousand in the Colony who has seen the printed schedule of legal fares, because they are kept intentionally hidden away out of sight, and not always will even the demands of a *hahing* or Indian *chickidun* unearth them. It is matter of common knowledge that the Chinese and Indian constables, more often than not, side with the offending coolie against his fare, unless they happen to catch sight, out of the tail of their eye, of an approaching European policeman, when they make some show of helping the fare. It is an incontrovertible fact that the coolies are becoming more insolent in their impudence; for they are just wild and sagacious enough to grasp the fact that business men cannot always spare the time to go up to the Magistracy to prosecute and get them punished, and thus for one individual who is punished fifty at least go scot free, and so their impudence increases. Were it sufficient to send the man's number, with the particulars of his offence, to the Inspector of Public Vehicles, and leave him to deal with him, and mete out the necessary punishment, it would very soon keep the carpenters of this Colony busy in turning out the increased demand for stocks, and thus offenders would be brought to justice, without the necessity of busy men losing half, or two-thirds, of a day in attending at the Police Court. One great cause of the trouble lies in the proneness of foreigners and tourists to pay these men anything they ask, thus "spoiling the market" for residents. Why is not the schedule of legal fares published widely throughout the Colony, by being posted wherever practicable, in hotels, boarding-houses, on every ferry and wharf, and, moreover, why is it not published in the local daily press? Severe punishment, and wider publication of the schedule of legal fares, appear to be the remedies most calculated to—If not abolish—at least abate this increasing nuisance, and to facilitate the former method we would suggest that the Inspector of Rickshas be given the necessary powers to deal with offenders, upon report, materially, as it is done, we believe, in the sister colony of Singapore.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

"AMERICA MARU" ABLAZE.

COAL BUNKERS ON FIRE.

VESSEL DOCKED AT SAN FRANCISCO.

[From Our Own Correspondent.]

Shanghai, 30th June, 10.30 p.m.

A serious fire occurred on board the steamship *America Maru*. The fire broke out in the coal bunkers and the flames blazed furiously for a considerable time. After an exceptionally hard struggle the flames were extinguished, but not before considerable damage had been done to the vessel. The *America Maru* has been docked at San Francisco.

SHIPPING DISASTER.

JAPANESE VESSEL SUNK.

PASSENGERS AND CREW MISSING.

[From Our Own Correspondent.]

Shanghai, 2nd July, 10.50 a.m.

The *Hinode Maru* collided with the *Nichiei Maru* on Friday. The former sank within three and a half minutes of the disaster. The passengers and crew are missing.

[Our correspondent has omitted to indicate when the disaster occurred, but we may presume that it was in the vicinity of Japan. The *Hinode Maru* was formerly known as the *Bellona* and was a vessel of 1,115 tons. The *Nichiei Maru* was originally the *Chiebo* before passing under the Japanese flag and is a vessel of 2,302 gross tonnage.—Ed., H.K.T.]

RISING IN CHINA.

REBELS HOLD A CITY.

PREPARED TO WITHSTAND A SIEGE.

[From Our Own Correspondent.]

Shanghai, 3rd July, 3.10 p.m.

Five thousand members of the Red Association are now holding the town of Hsinchenghsien. They are preparing to withstand a siege by the Imperial troops. Several corps have been despatched to the scene by the Imperial authorities.

THE HSINCHENG RISING.

MAGISTRATE MURDERED.

CHRISTIAN MISSIONS DESTROYED.

CONVERTS KILLED.

[From Our Own Correspondent.]

Shanghai, 4th July, 12.35 p.m.

The town of Hsincheng is still in the hands of the rebel members of the Red Association. The insurgents have murdered the magistrate of Hsinchenghsien. The rising is not confined only to the overthrow of Chinese authority in the city. The rebels are scouring the country in the vicinity of the city and have destroyed the Protestant and Roman Catholic churches indiscriminately. The casualties reported so far are that six converts have been killed.

THE TOWN'S SIEGED.

IMPERIAL TROOPS TO THE RESCUE.

[From Our Own Correspondent.]

Shanghai, 4th July.

The troops despatched by the Imperial Authorities are making every attempt to re-take Hsinchenghsien. [The first and only news received in the Colony of the rising at Hsinchenghsien was communicated in an exclusive telegram from our Shanghai correspondent and printed in our issue of last evening. The despatch stated that five thousand members of the Red Association were holding the town of Hsinchenghsien. They were preparing to withstand a siege by the Imperial troops. Several corps had been despatched to the scene by the Imperial authorities.—Ed., H.K.T.]

JAPANESE TRAINING SQUADRON.

ARRIVAL AT SINGAPORE.

[From Our Own Correspondent.]

Singapore, 4th July, 4.05 p.m.

The Japanese Training Squadron, under Vice-Admiral Shimamura, arrived here to-day. The official landing will be made to-morrow.

THE JAPANESE TRAINING SQUADRON.

AT SINGAPORE.

OFFICIAL LANDING.

[From Our Own Correspondent.]

Singapore, 5th July, 11.30 a.m.

Vice-Admiral Shimamura, of the Japanese Training Squadron, which arrived in port yesterday, made his official landing this morning. A salute was fired in honour of the Japanese Admiral.

On landing he was received by a guard of honour awaiting his disembarkation.

Vice-Admiral Shimamura proceeded forthwith to Government House on an official visit.

Later in the forenoon His Excellency the Governor returned the Japanese Admiral's visit on board his flagship.

The Training Squadron is due to sail again on Monday next.

THE HSINCHENG RISING.

INSURGENTS HOLD THE TOWN.

[From Our Own Correspondent.]

Shanghai, 5th July, 2.05 p.m.

The attempts by the Imperial troops to re-capture Hsincheng have, so far, proved unsuccessful. The insurgents are still holding the town.

THE HUNGCHUZZES.

DEFEAT OF IMPERIAL TROOPS.

ARTILLERY DESPATCHED.

[From Our Own Correspondent.]

Shanghai, 5th July, 2.05 p.m.

The battalions recently despatched to Fengtien, in Southern Manchuria, against the Hungchuzes, have suffered reverses by the Red Bands. In consequence of the successive defeats of the Imperial troops, the Peking Government has ordered that artillery be at once despatched against the Hungchuzes.

[According to the latest reports in the Shanghai native papers, it is clear that, in consequence of the insufficient strength of the Imperial Chinese troops to cope with the Hungchuzes in Fengtien, the Peking Government has ordered General Ma Yu-kuan, provincial commander-in-chief of China, who is now in Jehn with his troops, to take twelve battalions of his Wu-wei Army Corps to south Manchuria, to assist the men of the 3rd division of the Lu-chun or Peiyang army recently despatched there by Viceroy Yuan, together with ten battalions of the Huai-chung or Anhui troops under the command of Taitai Yuan Yun-tai (son of Viceroy Yuan) and Major-General Chang Hun respectively. Operations are to be expedited in view of the coming opening of a large number of cities and towns in Fengtien to international commerce.—Ed., H.K.T.]

STORM AT SHANGHAI.

HEAVY CASUALTY LIST.

TERRIFIC DAMAGE.

[From Our Own Correspondent.]

Shanghai, 6th July, 11.40 a.m.

A squall, of typhoon force, blew over the settlement yesterday. Hundreds of lives afloat have been lost by the wreck of the small native craft.

Mr. Robert Law was drowned.

The Yangtze river boat *Tuekyu* was struck by lightning.

A small Chinese gunboat capsized during the storm.

Terrific damage has been wrought afloat, and on shore the exact extent of the destruction has not yet been ascertained.

The storm lasted fully forty-five minutes.

To-day a heavy thunderstorm, accompanied by a torrential downpour of rain, occurred in the morning and continued throughout the early part of the forenoon.

THE HSINCHENG RISING.

REBEL LEADER CAPTURED.

[From Our Own Correspondent.]

Shanghai, 6th July, 11.40 a.m.

The leader of the rebels, who have succeeded in holding Hsinchenghsien against the Imperial troops, has been captured. It is expected that the insurgents will now be dispersed without further difficulty.

ORIGIN OF THE REVOLT.

ACTIVITY OF SECRET SOCIETY MEN.

Further particulars of the recent rising at Hsinchenghsien, briefly called by our Shanghai correspondent during the week, are to hand by

the mail arriving from the North to-day. From the *N. C. D. News* of 2nd inst., it is gathered that a Hangchow dispatch states that a riot, owing to the high prices demanded for that commodity, took place in the city of Hsinchenghsien, belonging to the prefecture of Hangchow on the 27th of June during which a number of grain shops were looted and some persons badly injured. Upon the appearance, however, of the district magistrate of the city, who was backed by a company of the local garrison, some fifty strong, the mob scattered and was content with merely carrying off the plundered bags of rice. Later on in the day, incited by emissaries of the secret societies who took advantage of the excitement arising from the arrest by the magistrate of several of the ringleaders of the mob, the latter again gathered into a formidable body and marched upon the magistrate's yamen to demand the release of their comrades. Backbone was given to this procedure by the presence of a number of armed secret society men who were present upon starting an insurrection by the capture of Hsinchenghsien, and its magistrate, making at the same time a general levy for funds upon the well-to-do classes of the city. The object of which, of course, was that if successful in resisting the authorities a regular insurrection would be started, whilst if the authorities should prove too strong the funds so collected could be taken away and divided amongst the members of the secret society in charge of the rising. When the mob made its demands on the district magistrate he, by seeing the futility of resisting with the small force under his command, and with the best advantage possible, but not, however, before he had given them a few wholesome strokes of the bamboo stick to keep away from reminders of their rashness. The promptitude shown by the magistrate in yielding to their demands satisfied the great majority of the mob who immediately separated so as not to make themselves too conspicuous, remembering that the authorities have a long memory and that when peace was finally restored, wholesale arrests might follow if further mischief were perpetrated. But a small number of the more desperate class encouraged by the secret society men, kept parading the streets and browbeating the law-abiding, although they were too weak in numbers to capture the city. In the meantime the aid of the provincial authorities at Hangchow had been sought by the magistrate of Hsinchenghsien, and a battalion of foreign-modelled troops under the command of a Manchou hero, the venerable old first grade mandarin, Sun T'o, who is also an expert Taitai of Chikiang, were sent to the scene of disturbance to suppress the rising and bring all prisoners to Hangchow.

HSINCHENGHSIEN CAPTURED BY SECRET SOCIETY MEN.

The local mandarins have received news from the Provincial Government of Chikiang to the effect that the city of Hsinchenghsien (Hangchow prefecture) was captured by the "Hung Pang" or Red Association, secret society men, on the 30th ultimo, but nothing so far is known of the fate of the district magistrate of the captured city, Mr. Shen. The Red Association people now holding Hsinchenghsien is computed at something like 5,000. Governor Chang Tzeng-yung of Hsincheng has already sent troops for various directions against the secret society men so as to attack them on three sides. It is also reported that the members of the Hung Pang Association are quite numerous, being scattered about in the cities of Lingnan, Changnan, Wuchau and the city of Hsincheng itself, all four districts being under the jurisdiction of the prefect of Hangchow. It is, however, claimed that nine-tenths of the members of the Hung Pang Association are not native born of Chekiang province, but are squatters from the Yangtze Valley with a sprinkling of families from the adjoining province of Fukien. It appears that the secret society men were not prepared for the step that has since culminated in open rebellion, contenting themselves merely with inciting the natives of Hsinchenghsien to stir up trouble and the gradually to become in other cities and so preparing the whole region to become hostile against the Government, making the high prices for rice the chief pretext for doing so. The action of the magistrate of Hsinchenghsien on the 28th in summarily beheading a leading member of the Hung Pang Association who had been arrested on the charge of inciting riot, forced the secret society to open their rebellion, prematurely so to speak, in the afternoon of the execution of their leader several thousands of them gathered outside the city in the market place at Hsinchenghsien for an assault on Hsinchenghsien. The secret society first attacked and burned a church in town, fortunately without injuring the pastor in charge Chang Ching-fu, who managed to escape in time with his family. After doing this act of vandalism the rebels marched upon the city and executed their leader, "brother," whose name, by the way, was Kan. The city was captured by the rebels who are said to be preparing for a siege.

THE S.S. "NINGPO."

STRUCK FLOATING MINE.

SERIOUS DAMAGE.

[From Our Own Correspondent.]

Shanghai, 7th July, 11.45 a.m.

The steamer *Ningpo* struck a floating mine 120 miles from the Saddle yesterday.

She sustained serious damage to her bows, a big hole being made in the fore part of the vessel by the explosion.

The *Ningpo* at once put back to Shanghai and will be docked for repairs.

Fortunately no lives were lost by the contact with the mine. [There is a *Ningpo* (Capt. Eady) is a British vessel of 1,228 tons, owned by the China Navigation Co., Ltd., of which Messrs. Butterfield and Swire are the local agents.—Ed., H.K.T.]

THE FLOATING MINE DANGER.

The *Japan Chronicle* of 17th ult. observes:—Yesterday, for the third time in the course of a fortnight, we reported a marine disaster caused by a floating mine in the northern Japan Sea. The waters of the Pacific are so dangerous for traffic that it is surprising some common action has not been taken before this to draw the attention of the Japanese and Russian Governments to one of the most wasteful results of the war. Shipping may be insured against the risk of floating mines, but this is no guarantee against loss of life. Since the mines were first used on the sea, the number of merchant ships lost as a direct result, and the number of lives lost have been terrible, and it is no exaggeration to say that these deadly and cowardly weapons of destruction have proved of greater harm to in-

nocent merchant shipping than to the war vessels of the belligerents.

There must be still a large number of floating mines on the northern and western coasts of Japan and along the Korean coast. Occasionally they are washed ashore, and passing steamers report having seen them—all of which emphasises the necessity of extra precautions on the part of navigators. In yesterday's issue we published a dispatch from Tokyo which stated that while Japan is in compliance with the Treaty of Amritsiv between Japan and Russia, had undertaken operations for clearing the mines from Port Arthur and Dally waters, the Russian authorities had not carried out their obligations, and mines laid near Vladivostok broke away from their moorings and drifted on to the high seas. It is stated that foreign steamers have discontinued the navigation of the Japan Sea because of the dangerous risks of navigation. This latter statement is not quite correct, but if nothing is done to remove the risk the effect on trade must be serious.

With regard to the statement that the Japanese authorities, in compliance with the Treaty of Amritsiv, undertook operations for clearing mines, to which Russia also agreed, we saw no mention of any agreement of this character in so many words in the Protocol of Amritsiv which came into force on the 5th September last, and was signed at Portsmouth on the first of that month. Article V. of the Agreement says, "The Commanders of the Armies and Navies of the two contracting parties shall determine the terms of armistice by mutual agreement. Turning to the naval armistice concluded between Admirals Shimamura and Essen on the 18th September, reference is made whatever to clearing mines, at least there is no reference in the particulars of this agreement that have been published, as far as we are aware. The subject of mine-clearing is of sufficient importance to be included in the conditions of a treaty, but as by Art. V. of the Protocol of Amritsiv the naval commanders were allowed a free hand in making their agreement, it is possible that an understanding was arrived at without being committed to paper.

The mine danger in the waters of the Japan Sea and further north is a real one, as is clear from the bullet which was issued from the Japanese naval headquarters in November last. In that month General Linvitch wrote to the naval authorities in Tokyo for information respecting the number and position of minelayers by Japanese in the waters about Vladivostok. Here is the statement furnished to General Linvitch:—

- 1.—Twelve mines were laid in a zone 4 to 10 nautical miles off Ripley Island to the south-east.
- 2.—Thirty-nine mines were laid in a zone between a point 8 nautical miles south and 14 west of the same island.
- 3.—Twenty-four mines were laid in a zone between a point 10 nautical miles south and 11 miles East of Subolko Island. All the mines mentioned so far were laid on the 28th and 29th April, 1904.
- 4.—On April 15th, 1905, 775 mines were laid between Korakov Point and Askol Island. This was a total of 70 mines laid by the Japanese for the destruction of Russian warships, and does not include the many which must have been laid by the Russians near Vladivostok for the destruction of the Japanese. And the Russians are reported to have done nothing since that time, now that peace has been restored to make the high seas safe for commerce. Floating mines and all other fiendish methods of destroying life and property may be tolerated in time of war, but the fact that they are afloat upon the sea is no reason why they should be permitted to work havoc in a time of peace.

TANJONG PAGAR DOCK.

REPORTED AWARD.

£3,000,000 STERLING.

[From Our Own Correspondent.]

Singapore, 7th July, 11.55 a.m.

An unofficial report has been received here from London to the effect that the Tanjong Pagar Dock award has just been made.

No authentic corroboration of the report could be obtained.

The unconfirmed report states that the amount awarded to the Company by the Arbitration Board has been fixed at just over three million pounds sterling.

[We learn from the *Singapore Free Press* that, on the 28th ult., a private telegram was received in Singapore by a gentleman who was prominently associated with the Tanjong Pagar Arbitration proceedings in Singapore, to the effect that "the Empire" (who was Sir Michael Hicks Beach, now Lord St. Aldwyn) "stated that the award of the Arbitrators would be made within the next few days."—Ed., H.K.T.]

THE COMITY OF NATIONS.

A CASE IN COURT.

4th inst.

In Admiralty Jurisdiction this morning, before His Honour Sir Francis P. J. G. Justice, a motion was made to dismiss the action of the owners of the junk *Tung On Tai*, and the owners of the cargo laden in her *versus* Arthur Evelett Gore.

Hon. Sir Henry Berkeley, Attorney-General, instructed by Mr. F. B. L. Bowley, of Messrs. Denny and Bowley, Crown Solicitors, appeared for the Crown, and Mr. W. W. Slade, instructed by Mr. R. C. Master, of Messrs. Johns, Stokes and Master, represented the junk owners.

The Attorney-General said he appeared on a special motion to ask the Court to dismiss this action, on behalf of His Excellency the Governor, representing His Majesty the King, and at the request of the United States of America. The nature of this action was one *in personam* against Capt. Gore of the U.S.S. *Alexander* claiming from him personally damages for a collision between the *Alexander* and the said junk. The *Alexander*, an armed cruiser, was the property of a friendly nation. That vessel was free from jurisdiction of this Colony, so long as she demeaned herself properly. The exemption covered her as a public armed ship, under the comity of nations, and a cogent reason for that exemption was that any interference with her, as being a part of the military force of the friendly nation, would render her unable to perform the duty she was intended for. The proper procedure was not to interfere with the ship in cases where redress was necessary, but to apply to the Government to which armed cruiser belonged through the usual diplomatic channels. The same exemption extended to the captain, officers and crew, as if they were taken out of her, she would remain merely a United States vessel, but no longer a part of the military power of the States. The same applied to the guns—they were not liable to the jurisdiction.

There is a law in this Colony that permits a debtor to be sent to prison if he cannot find the money he owes. The captain of the *Alexander* could be so arrested, but under the comity of nations, such a serious interference with the efficiency of a vessel of a friendly nation is out of the question. An armed public vessel of a friendly nation is exempt from jurisdiction of a foreign Court, where he is in the pursuit or execution of his Government orders, and not a private or free agent. The captain of an armed vessel was a public officer of his country, and in foreign waters represented his country.

His Honour: But what about the extrajurisdictionality of the ship?

The Attorney-General: Of course the vessels are extrajurisdictional. The immunity of these vessels is implied by the invitation extended to all foreign friendly powers to use our harbours, and those ships are immune from all private suits. That immunity includes the captain and crew so long as they demeaned themselves, and in no way interfered with our sovereign rights. The captain and crew of an armed vessel, as part of such vessel, were integral parts of the military force of their country, and were, as such, immune from the jurisdiction of foreign Courts in all civil actions.

STEALING TRAM TICKETS.

RE-HEARING OPENED.

2nd inst.

Before Mr. F. A. Hazeland, at the Magistracy this afternoon, the re-hearing was opened of the case in which a tramway conductor received the full penalty of the law—to go to goal for six months, with hard labour and six hours' stocks—for stealing 100 tram tickets, valued at \$5, the property of the Company, some weeks ago.

Inspector Gourlay prosecuted and Mr. C. F. Dixon, in the office of Mr. John Hastings, represented the accused.

The first witness called for the prosecution was Arthur Course, traffic superintendent of the Tramway Company. He said, on 16th June, at 11 a.m., he was preparing to send out mid-day cars. Conductor 27 complained to him, in the presence of the defendant, that 100 tickets were short from his box. Witness went to the ticket clerk and reported the loss. The clerk said that as this box was out in the morning he had carefully examined it before issuing for the mid-day runs. The tickets lost were five cent tickets. Witness's next step was to send for an interpreter, and he was asked to tell the conductors that unless the 100 tickets were forthcoming the case would not leave the shed. Conductor 27 went to the interpreter and said that he had taken the same box earlier in the day and finding two tickets short he spoke to the defendant. The latter told 27 not to mind but to take another box. Defendant was called and asked to produce his box for examination. There the missing tickets were found. His way-bill was also examined, but the extra tickets were not mentioned in it. A very curious thing happened after witness had a conversation with the interpreter. The interpreter went up to the table upon which the tickets, including the extra hundred, were spread, and commenced replacing them in the box. Again it was found that 100 tickets had disappeared, and putting his hand in defendant's canvas bag the second 100 tickets were discovered wrapped in a handkerchief.

Cross-examined: Witness suggested that defendant stole the second bunch of 100 tickets which were found in his bag.

The case is proceeding.

THE LIGHTON HILL ROAD OUTRAGE.

6th inst.

It will be remembered that about a fortnight ago a report appeared in these columns to the effect that two suspects were arrested by the police of No. 2 Station as it was alleged these men were concerned in the attack made upon Mrs. Aoki at her residence, 4, Leighton Hill Road, on the 23rd ultimo. The report stated that the Japanese lady failed to identify one of the suspects, the police held him with the other until further inquiries could be made. This morning, at the Police Court, the two men were brought before Mr. Gompertz on a charge of cutting and wounding Mrs. Aoki. When the case was called Inspector Gourlay asked that the man whom Mrs. Aoki failed to recognise should be discharged from custody. The Court granted the request. As regards the case of the other man, who was arrested on leaving a Macao steamer, a further remand was granted. This afternoon he was taken to the hospital by Inspector Gourlay for identification.

POLICE CASE FAILS.

When Mr. H. H. J. Gompertz discharged one coolie at the Magistracy yesterday, having no connection with the attack on Mrs. Aoki on 23rd June last and remanded the other suspect, Inspector Gourlay removed the latter to the Government Civil Hospital for identification. About six other coolies were also gathered in the street and together with the suspect were paraded before the Japanese lady, Mrs. Aoki, who was propped up with pillows into a sitting posture, examined each and as he was brought before her, but failed to identify any of them as her assailants.

Speaking to the inspector afterwards, Mrs. Aoki said that it was impossible for her to identify her real assailants in a gang of men, dressed almost alike as they were when brought before her.

"Do you think you could identify them if you met them in the street?" asked Inspector Gourlay.

"I might," replied Mrs. Aoki. This morning, at the Police Court, the suspect was brought up again, and released by the Court, on the suggestion of Inspector Gourlay. The police have a difficult task in securing their quarry since Mrs. Aoki has partly admitted that she cannot identify her assailants now. They will, however, not abandon their efforts, and the only hope they have of bringing the rascals to book will be in case Mrs. Aoki happens to meet them in the street, when she might recognise them. The men have stolen nothing from the house, whereby a clue might be obtained, and there is nothing on which the police could act.

Mrs. Aoki is gradually recovering from her serious wound, and has discharge from hospital in two or three weeks.

The police have offered a reward of \$500 to any person furnishing information that can lead to the arrest of any of the scoundrels.

YUNNAN RAILWAY.

ALLEGED ATROCITIES ON COOLIES.

REPUTATION BY MR. GASTON LIEBERT.

Some remarkable allegations have appeared recently in the *North-China Daily News* concerning the conduct of the Company which is constructing the Yunnan railway towards the coolies employed on the work. These allegations against the French company emanated in the first instance from a missionary in the North, who related the stories which had been told him by some coolies who had been employed on the railway, and a most lurid picture was drawn of the miseries and sufferings which the helpless coolies were compelled to endure at the hands of their taskmasters. It was stated that the coolies were badly fed, if not half-starved; that they had to live in hovels when they were not compelled to sleep in the open; that two-thirds of those who went to the railway never returned; that the Red River was glutted with the bodies of dead coolies; that the Company withheld the pay of the coolies who managed to survive, and that a host of other atrocities were being committed. A writer in the *Echo de Chine* wrote concerning these statements, although he admitted that mistakes had been made at the outset on account of the company's lack of local knowledge, but it was claimed that these had been rectified and the coolies were coming of their own free will to seek work on the railway. The *North-China Daily News*, basing its remarks on the missionary's statement, declared, on the 28th June, that the Chinese Government must hasten to the assistance of suffering humanity, and said that, notwithstanding the letter in the French paper, it feared that the statements made were not in accordance with the facts.

"I have been following this question since negotiations first began in Peking in 1901. I was in Peking at the time and saw the negotiations completed and the agreement signed. There was no feeling then on the part of the Chinese to retain the work of constructing railways in their own hands; but that feeling has since grown and now, seeing that they cannot do anything to recover possession of the railway scheme, they at least want to have it in their own hands. I have seen the French company by spending tales which will induce coolies to believe that they will be maltreated, and thereby prevent the work of recruiting labour being carried out.

"As I said, I know everything there is to be known on this subject. One of the directors of the Yunnan Company was here about a month ago. He is now in Hanoi, but I think he will be back in Hongkong in a short time. They kept me pretty well posted on everything in connection with the recruiting of coolies and the difficulties which were formerly experienced with the Viceroy at Canton.

CHINESE AND FOREIGN COMPANIES.
"My impression is that a great many Chinese in the provinces are opposed to the construction of railways on account of what was reported to have happened in the Trans-Amur. And there is also, as I have said, the feeling against the building of the railway by a foreign company. Some of the officials, I would not say all of them, and a certain number of the Canton gentry have been very strongly opposed to enterprises in China. We got the contract for the railway long before that new feeling became manifest against foreign enterprise, and we began building the line before the idea of excluding foreigners from Chinese development schemes prevailed. Since then some of the Canton officials and those in the southern provinces and in Shanghai have done all they possibly could to hinder the work of the railway with the idea that if for some reason or other, especially if through failure to recruit coolies the work had to be stopped, then they would be in a position to buy back the railway from us.

I must acknowledge that the Viceroy of Canton has acted in a perfectly fair manner in dealing with this question.

MISTAKES WERE MADE.
"There is no doubt that mistakes were made at the beginning. The company building the railway had no experience of railway work in China. They had built railways in Turkey and also in some parts of Africa, but they had no idea how the work should be conducted in China. When the first batch of coolies arrived the accommodation for them as regards mat-sheds and supplies—such as rice, etc.—were not exactly what they ought to have been. There was a lack of forethought; of course, they very soon understood what was wanted.

CAUSES OF GRUMBLING.
"You must bear in mind the fact that the Yunnan railway is a private enterprise. The Government of Indo-China has nothing to do with it. Our authorities keep an eye on the line and supervise it as far as the control over the company and in the early days the company understood that they must alter their methods of providing proper mat-sheds and having everything ready on their arrival. The Company was always ready to pay the wages of the coolies, but they had not the proper currency. They were ready to give the Chinese cheques or banknotes, but, as you know, the coolies would not look at these; they wanted copper cash. All the while details had not been understood by the Company.

COOLIES SATISFIED.
"When some of the agents of the Company came to Canton and Hongkong to go on to Tientsin to recruit coolies, they got a good deal of advice from the different Consuls. I gave them a lot of advice and so did my colleagues in Canton and Shanghai. The result was that the condition of things was very quickly altered. The second and third batches of coolies when they arrived at Haiphong and the Namti Valley found everything ready for them. Now they are perfectly willing to work. They find food nothing to find fault with. They have medical attendance, rice, food and all they want.

"FRIGHTFUL STORIES."
"Some of the first batch of coolies who had not been treated so well as they had expected—not through any bad will, but through ignorance of things in China—came back to Canton or to Tientsin and told the most frightful stories. There was some foundation, but it was grossly exaggerated. The Viceroy at Canton, misled by those rumours, gave at certain times orders to stop the recruiting of

coolies for Yunnan. Since then the new condition of things has been explained to him and to the principal officials in Canton and in Shanghai. Inquiries were made by the Chinese mandarins under the orders of the Viceroy. They wrote that everything was altered and everything was all right now. The manager of the Company came to Canton about a year ago, saw the authorities there, explained how things were organised now for the coolies and the Viceroy was perfectly satisfied. So much so, that he issued a proclamation, I think about seven or eight months ago, explaining to the population of Canton and the Two Kwang that every precaution was taken to see that the coolies were well treated and well paid and had all they wanted, and saying that there was no objection to further drafts of coolies being sent on. There is no doubt that ever since that time, nearly a year ago now, there has not been the slightest difficulty with the coolies—not the slightest.

A TWICE-TOLD TALE.
"What I have spoken about refers to the troubles that occurred two years ago. I really cannot make out how those old stories are coming up again in the Shanghai press. There is no reason whatever why they should be repeated now."

"What is your impression of the *Daily News* editorial?"
"It is extraordinary. I can't make it out at all. There is not the ghost of a reason for such stories being circulated. They are without foundation. If they had come out two years ago one might have said there was a medium of truth in them—things happened through ignorance on the part of those in charge. But it was soon got over; experience came quickly."

THE COOLIES' STORIES.
"What about the coolies' stories to the Rev. D. W. Crofts of the China Inland Mission? According to him the coolies only recently complained that they got insufficient food and the strange climate, and poisonous gases (especially in tunnels where men were driven to work by armed guards) ended many lives in agony."

"The missionary has been imposed upon. Some vagabond coolies have concocted a wonderful tale in order to gain his sympathy and incidentally obtain money. An ordinary man of the world would not have been taken in with such stuff, but a missionary—"

RECRUITING.
"And the work is proceeding without any difficulty, being experienced in recruiting coolies?"

"Difficult? Not only is there no difficulty, but the coolies are coming of their own accord and offering their services. They are so satisfied with the present conditions that notwithstanding the very bad weather in the summer months, the rainy season, they themselves came forward and asked the Company to go on with the work during the summer. The Company was prepared to stop the work in the Namti Valley, which is the most unhealthy section of the line, for two or three months till the rainy season was over, but the coolies said they would rather go on with the work, and it is going on."

ABUSE.
"They said, according to the missionary, that they have to build their own huts?"
"Absurd. The Company has built houses the same as those at Yunnan for the coolies. They are well-looked after when they arrive at Haiphong, medically examined and provided with splendid accommodation."

In connection with the treatment of the coolies on the Yunnan railway is being engineered by somebody who has a desire to see the railway in the hands of the Chinese. But the railway will be completed by the French Company. It will be running in two and a half years. It will be opened well within the time allowed under the contract; you may be quite sure of that."

A DISORDERLY HOUSEBOY.

ASSAULTS HIS MISTRESS.

2nd inst.

At the Magistracy this morning, before Mr. H. J. Compertz, Wong Tso, a houseboy, employed at 6, Mountain View, Peak, was charged at the instance of Inspector Dymond, with assaulting his employer—Mrs. E. Robinson—at her residence, on Saturday last, and also with disobeying lawful orders. The defendant denied both charges. Mrs. Robinson said she was her "boy." On Saturday morning witness gave orders to defendant to do certain work. The same afternoon, when she returned home from the city, she found that her orders were not carried out and again repeated her orders and reprimanded the defendant. In doing so, she caught him by the queue and defendant, picking up a tin can, which was standing on a table, struck witness on the mouth. "Did you strike him?" queried Mr. Compertz. "No," I did not," replied Mrs. Robinson. "I simply caught him by the pig-tail." Continuing, witness said that in the past defendant had been a good worker. Defendant said there was a certain person living with his mistress. On Saturday that person drank a bottle of wine and was drunk. Accused was at work in the kitchen, and was on tip-toe getting a tin of sugar from the cupboard, when suddenly he felt somebody pull him by the queue. He became very dizzy by the pull, and his eyes and ears rang, and he fell down. When he came conscious his mistress asked him to gather up the sugar and later he was given in charge. His mistress sentenced the defendant to one month's hard labour and six hours' stocks on the first charge, and he bound over in the sum of \$100 to be of good behaviour for one year.

AN ABUSIVE CHAIR COOLIE.

WELL DESERVED PUNISHMENT.

3rd inst.

Before Mr. F. A. Hazeland, at the Magistracy this morning, a licensed chair bearer, from Victoria Gap, coolie house, Peak, was charged by Miss Lee, a nurse in the Victoria Hospital, Peak, with using insulting and abusive language towards her, and also with behaving rudely towards her, on 1st instant.

According to the evidence heard, it appeared that between 7 and 8 o'clock on the night in question, Miss Lee engaged chair No. 28 at Mountain View to return to the hospital in Barker Road. When the chair arrived at the Tramway Station the coolies threw the chair down violently and refused to proceed any further, and used filthy language towards her. She spoke to the men telling them that her destination was at the other end, and once more they picked up the chair. But this time their behaviour got worse, for they bumped the chair about in a violent manner, and on arriving at her destination the chair was again violently thrown down and more language used.

His Worship found defendant guilty, and imposed a fine of \$5, with the option of fourteen days' hard labour. We learn that the police will look into the matter now and there is every reason to believe that the impudent coolies' licence will be cancelled.

SUNDAY'S EXCURSIONS.

The popularity of the Sunday excursions to Macao was once again exemplified yesterday, when advantage was taken of the beautiful weather by a large number of Hongkongites, to enjoy the day's outing. The excursion steamers were all "full up" with both first and second class passengers, the *s.s. Hungshan* alone having just over two hundred first class passengers aboard, the majority being well-known and prominent local residents. The weather was all that could be desired, and so delightfully cool and pleasant was it on board that large numbers elected to "lunch and lounge" on the vessel instead of venturing into the heat on shore. An excellent tiffin was provided by the Café Weissmann, well served and attended, while the lately arrived Band from India kept things bright and lively, both coming and going, and during the afternoon a delightful day was spent by all most of whom, there can be no doubt, will be looking forward to their next opportunity of enjoying such a healthy and pleasant change from the heat of the City.

CLAIMS FOR RENT.

SUMMARY OR LAND COURT?

In Summary Jurisdiction this morning, His Honour Mr. A. G. Wise, Puisse Judge, presiding, the Sham-shui-po Land Investment Co., Ltd., of No. 72 Wellington Street, Hongkong, sued Wong Kwai, of the Yuen Ke Chon, No. 50 Upper Cross Street, Sham-shui-po, for the recovery of the sum of \$292.20. The plaintiff's claim was for \$292.20 for arrears of rent due from 1st July, 1904, to 31st May, 1906, at the monthly rate of \$20, in respect of Lot 2525, situated in the New Territory. In the alternative, the plaintiff claimed from the defendant the sum of \$292.20 for the occupation and use of the premises aforesaid.

Mr. F. B. Deacon, of Messrs. Deacon, Looker and Deacon, appeared for the plaintiff, the defendant neither appearing in person nor by representation.

His Honour: There is a question whether this case can be brought in this Court. Mr. Deacon: Yes, my Lord, that is so.

His Honour: The Ordinance requires that cases relating to land in the New Territory shall not come in the Summary Court.

Mr. Deacon held that that only related to questions of title and not to questions of rent, and proceeded to quote further authorities.

The defendant not being present, His Honour, in accepting the authorities quoted, held that the case could be heard in this Court, and said that the plaintiff had better prove his claim in the usual way.

Mr. Deacon: He is here, my Lord.

His Honour: I should like to shift the onus of this on to the Land Officer, if I could.

Mr. Deacon: Quiet so, my Lord; there will probably be some knotty questions in these cases.

Plaintiff was called then, and produced his books in proof of the claim, and said that no rent had been paid, and the sum of \$292.20 was still due and owing.

Judgment with costs for plaintiff.

ANOTHER DEFAULTING TENANT.

THEFT OF A BLANKET.

3rd inst.

The above plaintiff further sued the Choy Hop-fun, of No. 162 B, West Corner, Sham-shui-po, for recovery of the sum of \$25.30, being the amount of arrears of rent in respect of Lot No. 2508, situated in the New Territory.

Mr. F. B. Deacon, of Messrs. Deacon, Looker and Deacon, appeared for the plaintiff, the defendant not appearing either in person or by representation.

The claim being proved by Ching Yee Tong on behalf of the plaintiff firm, His Honour gave judgment with costs for the plaintiff.

PARTNERSHIP DISPUTE.

THEFT OF A BLANKET.

3rd inst.

Two partners in a piece-goods firm at Yau-nan fell out recently over the alleged dishonesty of one of them and from this and other matters relating to the dispute, the case came before the Police Court this morning, the other being the prosecutor. The charge against him was that of stealing a blanket from his partner, yesterday, and trying to "jump" the Colony. When the complainant missed his blanket he went on board *s.s. Han-kow* and arrested defendant, who was still in possession of his property. At first there was the question of "spite work" in the minds of those who heard the case, but when defendant admitted that the blanket was the property of the complainant and added that he took it because he could get no other, that theory was dissipated. "I can see there has been a dispute between you and the complainant," said His Worship in giving his decision. "You might have been partners in business, but still you cannot take away his property without permission. You will go to gaol for seven days." The complainant, in evidence, said that his share in the piece-goods firm was \$100, while that of the defendant was only half that sum. Lately the business has been going to rack and ruin owing to the work of the accused, who appeared to be simply there to sell the goods quietly at night, and pocket the money. This has been going on for quite a while and defendant was liable to the firm to the amount of several tens. His intention was not to return to the Colony when he arrived at Canton.

BREACH OF HARBOUR RULES.

YAU-NAN-TI OR CANTON?

2nd inst.

Chau Yau Fat, master of a cargo boat, was this morning, at the Police Court, released on bail in the sum of 125 to ensure his reappearance at the Court at ten o'clock to-morrow morning, when Mr. Compertz will render his decision in the case. The defendant was charged by Inspector of Junks Melvor with attempting to leave the harbour on Saturday without being in possession of a proper port clearance. The defendant denied the charge, and the prosecutor said that on Saturday last he noticed defendant's junk all ready to leave the port. He boarded the junk, asked defendant for his port clearance, but none was forthcoming. When asked where he was bound for, defendant replied Canton. "I see you admitted that you were about to leave the harbour?" queried the Court. "No," replied defendant. "He asked me where my boat goes to and I answered Canton. At that time I was going to Yau-nan-ti." "He had a launch ready to tow him out?" interpolated Mr. Melvor. Continuing, witness said that he arrested the defendant and took him to the Central Station. This morning, before the case was called on, defendant handed him the port clearance, which he thought was taken out after defendant was arrested. The Court asked defendant to call the *junk* who took out the port clearance so as to ascertain if it was true that the paper was issued after the arrest was made. Defendant replied that the *junk* had left the port with the *junk*. A remand was then granted to allow Mr. Melvor to produce the counterfoil of the port clearance book in order that the time the port clearance was issued to defendant might be obtained.

AN AMERICAN VISITOR.

OPTIMISTIC VIEWS ON THE PHILIPPINES.

3rd inst.

Mr. Robert B. Westcott, the Associate Editor of the well-known *Far Eastern Review*, has arrived in Hongkong from Manila, bent on a tour through Japan, Korea, and Manchuria. That the climate of Manila agrees with some patriotic Americans was apparent from the burly appearance of Mr. Westcott, and that it can inspire a whole-hearted appreciation of American methods of colonization was evident from his optimistic view of the future of the Philippines. According to the genial journalist, the Philippine Islands will yet be recognized as the El Dorado of the Far East, while no one can come to fancy that Manila will become an insular dependency. It is true that Manila cannot yet boast of buildings similar to those which adorn Hongkong, nor has it the magnificent vista offered by the Peak, but it has gardens which are the haunt of youth and beauty, and if all the world loves a lover then these gardens should be the centre of the earth. In Manila it appears that the chief topic of conversation at present is the coming of the *Dewey* dock. People are quite convinced down south that Hongkong is to be eclipsed and already they are confidently looking forward to the time when Hongkong shipowners will be sending their vessels to Manila to be repaired and overhauled. Probably that will occur about the period when the New Zealanders are gazing on the ruins of St. Paul's, but meanwhile it does not appear that the Hongkong and Whampoa Dock Company need be unduly alarmed. It is interesting to learn that the Filipino is proving amenable to American methods; he is even anxious to become a city workman, and Mr. Westcott pointed out that native labour constructed the electric tramway system, erected the new public buildings, and performed other tasks which all go to prove that the Filipino is willing to work if the inducements are sufficiently great. The Insular Government, according to our visitor, is remarkable for the progress it has made in fattening the native mind on a supply of the native needs, and a pro-Government man, in the sense no doubt, that he is a good Republican. Mr. Westcott sees good in all that has been done by his country since McKinley's time, and even if mistakes have been made these mistakes have only led to new fields of endeavour. Mr. Westcott carries a breezy personality with him, and should enjoy his trip to the Far North. He proposes to study the conditions of the country now that Japan has introduced modern ideas into her island empire, and should furnish valuable information to those interested in affairs in the North.

JAPANESE DOCKYARD AT SHANGHAI.

3rd inst.

The Kawasaki Dockyard Company of Kobe is now building at Shanghai a shallow draft gunboat to the order of the Japanese Navy. The vessel is to be named the *Fushimi*, and is expected to be launched by the middle of next month. The dockyard company has purchased a lot of land, 17,000 *tsubo* in extent, in Shanghai, where a shipbuilding yard is to be established. On the authority of Mr. Kawasaki, Vice-President of the company, who recently returned from Shanghai after a long stay and is now in Tokyo, the *Far Eastern Review* observes that Shanghai is becoming a considerable number of vessels for repair. During last year, 357 steamers were docked in Shanghai, in addition to a large number which were repaired while at anchor. The Chinese Government has decided to dredge the river at Shanghai at a cost of 25,000,000 taels, and when this work is completed, the number of steamers visiting the port will grow greater. Dockyards at Shanghai are in most cases conducted by joint-stock companies of foreigners and Chinese, with European engineers and Chinese operatives, and great inconvenience is experienced by steamers requiring repairs in consequence of the irregularity of the Chinese workmen. When work is started by experienced Japanese, success is assured, says Mr. Kawasaki, and when the Japanese dockyard is completed, all Japanese war-ships in Chinese waters and merchant vessels will utilize it, instead of paying a higher price to foreign dockyard companies.—*Japan Chronicle*.

BABY KILLING AS A TRADE.

TERRIBLE DISCOVERIES AT OSAKA.

ALLEGED MURDER OF A HUNDRED CHILDREN.

3rd inst.

According to the *Kobe Herald* of 26th ult., it is reported that on Sunday afternoon some children playing beside an old well attached to a house at Nihonbashi, 4-chome, Osaka, belonging to a Chinese man named Hirooka, found something which they took to be a dead dog lying in the water. Having learnt of the incident, two policemen proceeded to the well and removed the body, which proved to be that of a baby. The well was then searched, with the result that three more, each containing the dead body of a baby, were discovered. Suspecting that the wife of the jinrikisha-man, a woman of fifty-four years of age, might be cognisant of the matter, the police at once conducted an investigation at her house. Three babies were found on the premises, two of whom were dying of starvation, while the third was tightly bound in a "futon" and was almost on the point of death. Three bags similar to those in which the dead babies were wrapped were also discovered. The woman confessed that she had been in the habit of taking in babies on payment of from six to seven yen each and that she made a practice of subsequently killing them. It is said that it has already been ascertained that fifty babies have been murdered by the woman, and that it is believed that the total number of babies killed by her is as many as one hundred.

TERRIBLE DISCOVERIES AT OSAKA.

ALLEGED MURDER OF A HUNDRED CHILDREN.

3rd inst.

When questioned, the woman stated that she threw the babies into the well at about 9 or 10 p.m., when a public tap was running, so that the noise was not heard. She said, however, that she killed the infants before putting them into the well by suffocating them in "futon."

According to the lengthy accounts of this terrible affair which are published in the Japanese papers, the woman has been carrying on baby-killing as a regular business for the past ten years. She was assisted by a number of old women, who collected babies from various parts of the country. They generally received about 100 from the parents, out of which they deducted 20 or 30 for themselves.

The rikishiman and his wife and several women who are believed to have been accomplices are now in custody.

J. DUNCAN, chief engineer, *s.s. Knutsford*, took out a summons on Friday against C. Bevis, fireman, of the same ship, for assault on the high seas on 14th June. When the case was called on by Mr. F. A. Hazeland on Saturday, the prosecutor appeared and asked that the summons be withdrawn, saying that the matter had been amicably settled. His Worship cancelled the summons accordingly.

EDUCATION IN THE SOUTH OF CHINA.

[WRITTEN FOR THE "NORTH CHINA DAILY NEWS"]

3rd inst.

A charge is sometimes laid against the Central Government of China, that it is lacking in power to make its authority paramount in the provinces, but like a mortal whose vitality is low, it is just able to protect its life at the centre, and must therefore let the extremities take care of themselves. In the past, this charge was butressed by facts, and could hardly be successfully rebutted. To-day, however, it would appear that a reform has been effected, and the course determined at Peking must be followed in Yunnan. Perhaps no more marked example of the change that has come over China in this regard is forthcoming than the striking way in which the old educational system has gone by the board, in the storm which raged in Manchuria between Russia and Japan. No doubt that forces have been at work during the last decade, which have apparently counteracted for the time, have made their influence felt, and among them the edict for which Kang Ywei was responsible. But this is not the case; it is incontrovertible that, as if by magic, the old has gone, gone as suddenly and as irrevocably as useless cargo in a listing ship when thrown into the seething waters. Untied as yet, but full of promise, new ideals have arisen above the horizon, and been at least partially adopted. Not only so, but the thoroughness of the transition is equally noteworthy. After the passing of Foster's Educational Act in England, Board Schools were not more generally, nor more rapidly, than the new type of American school, in almost every important country town, not to speak of walked cities, throughout the South of China. They have come into existence in hundreds and probably in thousands. The aim of the teachers in these Hoktongs is, as we know, to teach the scholars to "understand," and to my mind that is the foundation of all that is to follow. The old aim was to teach the lad to remember the words which were given to the characters, often incorrectly, and in the majority of cases little further was attempted, and nothing further accomplished. Whatever therefore the books contained, was as sealed to the scholar as the roll of the Revelation which was sealed with seven seals. Immediately all this is changed and the aim of the teacher is utterly different.

I have recently visited some of these Hoktongs, in the country districts of Kwang-tung, and chatted with those who have charge of the new system of education. The text-books employed are, compared with the old régime, as different in their aim as the heavens are from the earth. Not only are the characters explained, but most of the textbooks are filled with illustrations, which, though somewhat crude, give the scholars some idea at least of the entire character represented. I handled some text-books of natural history, and found that each character which described the animal was accompanied by an illustration which represented to the eye of the scholar the animal or birds described. The "Hundred Feet" was indeed a centipede, and a rhinoceros was a one horned animal standing on the river's bank. Most of the text-books were illustrated in the same way. Some illustrations were amusing. The text-books we found did not omit to inculcate moral teachings, and in the short chapters teaching, what may be called, moral philosophy, was one that insisted on the duty of filial piety. As is well-known it is the duty of children on rising in the morning to repair to the room of their parents to inquire after the health of the latter. Apparently in China it is assumed that the elders will have a morning nap, or at least will have offerings who are up and doing before their elders—an ideal not generally realized in the West. In this case, however, according to the illustration, the parents were up and seated side by side, whilst the children—prodigies of filial piety—were kneeling on the floor before their elders. But the curious part of the scene comes out when we discover that both parents are attired in Westerner; the father in a cut-away morning coat, and the mother in a faultless morning gown which is decked with lace and other furbelows. Verily the jumble of ideas is peculiar. It is, however, assumed that the illustrations will assist the child to comprehend the subject-matter taught.

The idea at present in the ascendant seems to be a secular but not a moral education, which regarded by ecclesiastical parties in England with so much horror. If Confucius and Mencius may be regarded as sacred books, they appear to be excluded from the Hoktongs, and in their stead are a graduated system of moral lessons suitable to the capacity of the child. Another absolutely new conception in the decrepitude of the Chinese Empire, and in the primers of history a series of facts is outlined to convince the youthful mind that escape from this unhappy conclusion is impossible. China is not a mass of gold with feet of clay but an image of garnished mud. If old China in the opinion of the Chinese once was what Britishers would regard London as being, "the hub of the universe," this point of view has been completely changed. China is surrounded by pillaging neighbours, whose very presence within her boundaries is indubitable evidence of the condition which obtains, for when jackals gather around the lion, he is evidently either ill or moribund. All this, however, taught not to encourage despair, nor to point a moral of inability, but to rouse youthful China to activity and patriotism. The picture is one of shade and light, China's territorial area, her dense population, and her hidden and unsuspected resources are paraded. Indeed, in this regard there seems almost a tendency to forget that a thousand broken cash are not worth a golden minted sovereign. It is certainly true that both sides are stated in a manner not to provoke despair but effort, not to encourage indifference but patriotism. How the teacher will handle these facts I cannot vouch for, but it may be safely assumed that they will not be ignored altogether. One phase of modern educational methods must not be overlooked, for arguably it will be pregnant of results. Drilling, we know, is part of the curriculum. But I found in one large Hoktong, built at enormous cost with sums sent by patriotic Chinese in Australia—for it is richly carved and erected out of the very best of materials—a large number of dummy rifles made after the manner of the rifle at present used by the British infantry. Every day, at the hour appointed for drill, some time is given to the handling of these dummy rifles, and though perhaps perfection of results cannot be commanded by these methods, the youths will at any rate learn to distinguish the butt from the bore; besides this, and more important still, there will be created and nurtured in hearts of the young Chinese a military spirit, especially as this goes on under the very smiles from tablets of their ancestors, which rise tier above tier, from which the imaginative youth will see the spirits of the departed looking on to encourage them in their efforts to prepare to win back their country to their altars. The aim of both teacher and student is antagonistic to Western encroachment and Western influence, and appears to show a disapproval of Christianity. It is unfortunate, we think, in our eyes, when most other nations

are disapproving of religious tests in the sphere of education, that the Chinese Government should impose religious tests both on teacher and scholar. The test is not as complicated as the Thirty-nine Articles, but just as effective. Every teacher and every scholar must worship "The Holy Man," by whom is meant Confucius. It is within my knowledge that Christian youths have been expelled because they have declined to conform to this idolatry, and others have been refused admission for the same reason. Whether the imposition of this test is an indication of the depth of their conviction as to the efficacy of the worship as an educating factor, or merely stands for a spirit of antagonism to the Christian faith, we need not affirm. There is much that is hopeful in the new educational system. The military spirit that is encouraged is suggestive; the obvious antagonism to Christianity is, we think, ill-advised.

THE JINRIKSHA TRADE.

JAPANESE EXPORTS TO CHINA.

3rd inst.

The jinrikshas—two-wheeled, smooth-running, and comparatively comfortable vehicles, in which a passenger may ride at a reasonable fare, says a recent United States Consular Report from China, are extremely popular not alone among the Chinese, but with the foreigners as well, who find them, of great utility for short distances during business hours. Throughout the Empire the jinrikshas are found in greater or less numbers as the traffic requires, while thousands of them are in use in cities of large population, indicating the enormous and constantly increasing demand for these vehicles. The large annual transactions in jinrikshas may be more fully understood when it is noted that their life scarcely ever extends beyond three years, and then even the best of their parts are practically useless in the construction of a new jinriksha. At present Japan is the only competitor of the Chinese-made vehicle, and it is now freely predicted that the Japanese jinriksha will eventually dominate this market, especially in Central and Northern China. Several reasons are responsible for this belief, the most prominent of which being, perhaps, their popularity as Jinriksha coolies. The vehicles are lighter, easier to pull, and can be drawn a greater distance in a shorter time and with far less exertion than the more cumbersome Chinese jinrikshas. The body of the Japanese jinriksha is covered with lacquer instead of paint, which produces a much neater and more attractive appearance with its glass-like surface and its trim contour. These jinrikshas look as though they were turned out by machinery, and they probably are, for each spoke is apparently identical with every other spoke in the wheel, and there is a general appearance of uniformity in the machine which indicates that the various parts are not made by hand.

The Japanese jinrikshas were established in Shanghai as public vehicles about eighteen months ago, and their introduction in various other parts in China is being pushed with characteristic Japanese energy. The wholesale price for these vehicles laid down in Shanghai is approximately \$38 Mexican, or about \$19 in American money. Occasional sales are reported at retail in this part of China, a machine realising, when disposed of in this manner, about \$5 Mexican. These machines are of three grades, and their retail prices here are \$28, \$31, and \$32 Mexican. The Japanese jinriksha manufacturers have already established agencies in Shanghai, and are carrying on their campaign of trade aggression with an energy which already presupposes gratifying returns. These machines are constructed entirely of wood, with the exception of the springs, axles, and the few necessary metal trimmings on the body, in the hood, and the iron tire. The Japanese vehicle commands a considerably higher rental from the coolies, who pay a certain amount daily to the companies or jinriksha masters operating them. This is due to its attractive and showy appearance, which is naturally more inviting to the public, thus increasing the daily receipts of the jinriksha coolie.

In discussing a possible invasion of the jinriksha market in China by American manufacturers, it is necessary to consider as well the unattractive and easily improved-upon features of the Japanese vehicle. Expressions are not infrequently heard in Central and Northern China that the Japanese article is built to last because of its attractive appearance, lightness of construction, and other desirable qualities, but that strength and durability have no part in its make-up. In Shanghai alone there are now approximately 250 Japanese-made vehicles, and although they have been in use but a comparatively short time, complaints are increasing weekly of the necessity for constant repair. The lacquer-work on the Japanese machines is beautiful in appearance and showy when it is first landed at its destination in China, but experience has proved that it is not at all desirable for public use. Exposed constantly to the weather, the lacquer will flake off, and this cannot be replaced in China, for there are no lacquer workers here. There is a broken body, and successfully to repair such a condition, and that is to place in the depression in the surface caused by the chipping-off of the lacquer a cement, the basis of which is an ash formed from the burning of joss paper. Over this is then spread a thin layer of paint, but no other part of the body of the vehicle is touched, for the reason that paint in China will not adhere to lacquer.

Contractors in this part of China who have been handling the Japanese jinriksha claim that it is frequently necessary to strip off all the lacquer and then repaint the entire body and the shafts. Such repairs are expensive, and fall on the men who buy the machines, and not on the coolies who operate them; hence it is essential to give the former an article that will not require a constant outlay in repairs.

The necessity for the neat appearance of jinriksha in Shanghai is indicated by the fact that they are under the supervision of the municipality, and that a "quality" inspection is regularly made. By this is not to be assumed that the vehicles are permitted to run the whole three months without being subjected to an examination. If found unclean, unsanitary, or not in accordance with the regulations, the jinriksha coolie is subjected to a suitable punishment. A Japanese jinriksha, with its lacquer badly damaged will not be permitted on the streets of Shanghai any more than one with a wheel containing a loosened spoke or a Chinese vehicle with a broken body or a body that has been painted with yellow paint. Under present conditions the jinriksha yields a serviceable revenue to the Government, for fully 7,500 jinrikshas are licensed every month.

"No, I did not steal it. I took it out of the shop." What difference that made is known only to the coolie who made the statement before Mr. H. J. Compertz, at the Police Court on Saturday. He was charged with stealing, or, according to the Chinaman, removing several baskets of tea, from a shop at Kowloon last night. The owner of the goods said that accused had no authority to remove the tea, and his Worship sentenced him to one month's hard labour and six hours' stocks.

THE LAI HING BANK CASE.

A FRUITLESS APPEAL.

In Appellate Jurisdiction this morning, by the Full Bench, consisting of their Honours, Sir Francis Pigott, Chief Justice, and Mr. A. G. Wise, Puisne Judge, judgment was given in the case of the Lai Hing Bank, *ex parte* Ma Leung Ko, and in the matter of an issue between the Official Receiver and Wong Ka Chuen.

Hon. Mr. H. E. Pollock, K.C., and Mr. E. H. Sharp, K.C., instructed by Mr. G. K. Hall, Barrister, for the appellants, and Mr. W. Slade, instructed by Mr. R. A. Harding, represented Wong Ka Chuen.

THE JUDGMENT.

The Chief Justice said that this was a motion for a new trial in this matter, which was an issue in the bankruptcy trial before him and a Common Jury. The grounds were: (1) that there was misdirection, (2) the verdict was against the weight of evidence, and (3) that there was the discovery of new evidence since the trial. The new evidence consisted of certain documents which were not forthcoming at the trial: (a) the Chinese Government, and two documents discovered among the Lai Hing papers; (b) some witnesses who were not known, or because they were out of the Colony; (c) some witnesses who were present at the creditors' meeting, and who, it is alleged, are willing to come forward now and say that what the previous witnesses said as to this meeting was true.

None of this evidence affords sufficient grounds for granting a new trial. As to the last, it is to be noted that the witnesses do not, even now, volunteer to come forward. Their names have been discovered; they have been asked to come forward and give evidence, and they expressed their readiness to do so. Even if they were allowed to do so, and a new trial granted on this ground, it is difficult to interpret the phrase that the "evidence given by the previous witnesses was true," since the varied accounts of what took place, and Counsel, in his argument, very differently, in spite of his invitation to do so, abstained from analysing what those previous witnesses actually said. The third ground for the application therefore fails. With regard to the other two grounds, they must be kept distinct. He could not understand the process of arguing which treated them as interlocked or overlapping. As regards the allegation of misdirection, the first ground for the new trial, which includes misdirection as to facts, law, and also as to certain points of evidence, direction, and the introduction of evidence, is that the judge's notes, for the purpose, clearly apparent, his Honour thought, of contradicting or controlling those notes. He thought it would be convenient to incorporate in this judgment his reasons for refusing to admit those short-hand notes, stating that the authorities dwell on the importance of taking the judge's notes as correctly interpreting the evidence, and after quoting the authority his Honour said he would add that short-hand notes, being verbatim, would give certain prominence to things which were said, but which were not intended to be recorded, as serious evidence, and which had no application to the points at issue, nor could they accept the notes of a newspaperman who obviously took down what he thought would be of interest for his paper. It may well be that the notes in this case were taken with care as the reporter who took them was the reporter officially engaged by the Court to take down the evidence. It is clear to his mind that whatever the witness may have said afterwards he had stretched the meaning of the word "classman" beyond its usual significance, implying that Wong Ka Chuen offered to do something which one real classman might do for another. He therefore considered he was justified in telling the jury he was unworthy of credit. His Honour then referred to the altered cash book, and said any one with a very slight knowledge of the use of the brush on Chinese paper to say that he could see through the superimposed character of the writing underneath, and he declined to put such nonsense to the jury, and told them so. Three heads of the motion were grouped together; the alleged ground of misdirection being common to them all; that a judge must not even in the clearest case express an opinion on the credibility of a witness, to the jury. It is established law that the judge may declare what every body knows is the principle known in any given case; if a judge has this very power undoubtedly he has the comparative privilege of one which he exercises in this case. If evidence judged by the light of common knowledge was nonsense, he declined in the interests of justice to allow it to go to a jury without such comment. Lengthy quotations from authorities followed. His Honour, continuing, then said that the cases alluded to by the learned Counsel for the appellants were the only instances of adverse criticism on the judge's remarks, what his Honour said with regard to Chan Yun; that in cross-examination he shuffed as no witness ought to have done when facts were well within his knowledge. His Honour here reviewed the evidence of several of the witnesses at the trial, which he dealt with at considerable length, taking heads serially. He said he had certain defects in his summing up, but he was different to those alluded to by learned Counsel, and his method of analyzing the summing up showed an extraordinary lack of appreciation of ordinary forms of legal analysis and language. Referring to the question of "inducement," his Honour said Mr. Sharp had said "why should there be evidence of inducing people to deposit? This is not a case of 'holding out.' The direction raises a false issue, it is inaccurate and is therefore a case of misdirection." A more extraordinary case of misquotation, continuing, his Honour, I never came across. The question of the partnership of Wong Ka Chuen was again dealt with, and the evidence of the seven witnesses, alleged perjurers, after going at great length with the arguments of learned Counsel, as already reported in these columns, his Honour said what ever doubt he may have had in his mind as to the potentialities of the altered entry he thought under the circumstances it could not be described otherwise, as a jury had all the facts fairly before them, and that viewing the whole of the evidence reasonably, this is not a verdict, so far as this special part of the case is concerned, which can be described as one which they could not properly find. He was of opinion, therefore, that on all the grounds set forth the motion for a new trial must be refused with costs.

The Chief Justice said that as regards the matters of the production and filing of the copies of the summing up in these proceedings, he would disallow the costs of the appellants, and client, against the respondents, to mark his disapproval of the procedure.

The Puisne Judge: "That does not concern you; the order is only against them. Your costs are not touched."

Mr. Pollock then said that he wished to point out that his Honour the Chief Justice, quite unintentionally, no doubt, had misinterpreted the arguments. The arguments made Counsel appear as saying that the learned judge had no right to offer an opinion to the jury. He would not like that to go forward to the higher Court, as it was not at all what either he or his learned friend intended to do or say in fact. They admitted that the learned judge had the right to express an opinion, but what they contended was that in saying that a witness "is unworthy of credit" is more than the expression of an opinion, it is a direction to the jury.

The Chief Justice said he would modify that statement.

ALLEGED ASSAULT ON THE HIGH SEAS.

ENGINEERS SUMMONED.

At the Police Court this forenoon, before Mr. H. H. J. Gompertz, H. G. Ellis, of East Avenue, Kowloon, chief engineer, aboard the steamer *Sungking*, and Mr. C. C. Notting, third engineer of the same ship, were summoned by Inspector Langley, of the water police, for assaulting a fireman named Wong Sam, on the high seas, on June 6th last.

Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the prosecution, and Mr. G. C. Master, of Messrs. Johnson, Stokes and Master, represented the defendants.

His Worship said that he knew nothing about the case, but the police informed him that the fireman was in hospital and was unable to attend, perhaps for a week. In view of that he had asked the police to call Dr. Thompson to attend so as to ascertain whether the injuries the man received were due to an assault or through other causes.

Inspector Langley then produced the doctor's certificate, and his Worship intimated that the man was suffering from resolving pneumonia. After waiting for over three-quarters of an hour for Dr. Thompson and Mr. Master, Mr. Master said that the doctor was lost, for he had not even arrived at the Tung Wah Hospital to get the Court's message. He would suggest a remand.

On being asked to state his case, Mr. Grist also applied for a remand until the discharge of the fireman from hospital. The *Sungking* will be leaving for Cebu on the 6th and will not be back for about sixteen days. His case briefly was that the defendants kicked the fireman along the deck and down into the engine room. When he fell he was so ill afterwards that on arrival he had to be removed to the Tung Wah Hospital.

Mr. Master said that he denied that the fireman was assaulted.

After another short delay Dr. Thompson arrived. On being asked if the man's illness was in any way due to his assault, Dr. Thompson replied in the negative. There were no marks on the man, nor was there anything that could lead one to think he was assaulted.

The case was adjourned.

TRAID SOCIETY IN SARAWAK.

MURDER AND BLACKMAIL FOR ITS OBJECT.

EIGHT EXECUTIONS.

News has arrived from Sarawak of serious trouble in that State with an influential and widespread Chinese Secret Society, which seems to have assumed a very menacing aspect, and to have been as promptly attacked by the authorities, when it was discovered.

In the Rajah of Sarawak's dominions, news that is not wanted to be disseminated is easily ordered to be kept quiet. However, the *Singapore Free Press* has good reason to believe that the facts set forth below are true.

It appears that a month ago several mysterious murders took place among the Chinese and by the Chinese, but the authorities were not able to probe to the bottom a remarkable evidence of homicidal crime. No one would give any information; and the Chinese showed the greatest reluctance to speak about the murders at all. At last the Sarawak authorities got wind of a Society among the Khehs or Hakkas, having for its eventual object the defence of the Government, but contenting itself for the present with securing by threats, and levying blackmail upon the smaller traders, threatening them with death in case of non-compliance with the demands of the emissaries of the Society. The murders were taken place in the belief that the vengeance of the society upon those who would not help or consent to be coerced.

After a prolonged inquiry of very great difficulty, eight men were arrested, and, on being found guilty, after that, were sentenced to be shot, this being done on Saturday night, on the execution ground by the side of the river near Kuching. There was a good deal of excitement among the natives over this event, but as they had the hint that the Government did not desire to have too much talk, the talk was in a quiet way. The investigations against the Society are still going on. As there are 30,000 Chinese in the State, it will readily be seen that there is an ample field for intrigue and secret societies, having for their object blackmail and terrorism. Three murders of pepper planters have taken place quite recently, and nothing has been publicly said of any discovery of the murders. It is assumed from the fact that the positions of the murdered men were left untouched.

A reference in the *Sarawak Gazette* in the Lower Rajah report for April, where Mr. Pratt Barlow reports that—

The Divisional Resident informs me of the escape of two Secret Society Chinese from Kalaka after murdering a Chinaman there. Notice of this has been sent round but without any result so far. I do not, however, think it probable that the murderers will come to Matu. The Council Negri, which seldom meets in full force, is expected to hold a meeting shortly, and there is no doubt measures will be taken by the Rajah and his Councilors to prevent the extension of any Society having such evil objects, or at all calculated to establish an imperium in imperio in Sarawak.

Inspector Withers proceeded against the masters of a grocer's shop at No. 29, Jardine's Bazaar and a wood shop at No. 29, Stanley Street, before Mr. H. H. J. Gompertz, at the Police Court on Tuesday, with being in possession of false scales, on the 28th ultimo. The inspector proved his case, and the defendants were each fined \$25.

H. E. THE GOVERNOR.

"AT HOME."

Hitherto, when recording the *ad fresco* entertainments given by His Excellency the Governor, Sir Matthew Nathan, it has unhappily been necessary to state that the function was spoiled by rain; in fact, it appeared to be becoming almost proverbial that rain should be associated with His Excellency's outdoor entertainments. Thus it was a pleasant surprise to those intending to call and pay their respects to His Excellency, to note, as the day advanced yesterday, it became clearer and brighter, with an almost entire absence of clouds—an ideal day, and real "King's weather," being the real levels, but on the heights, in the beautiful grounds of "Mountain Lodge"—His Excellency's summer residence—it was delightfully pleasant and cool, while the clearness of the atmosphere enabled one to obtain an unusually fine panoramic view of the Island and surrounding waters. As usual, His Excellency, supported by Captain Arbuthnot-Leslie, and Captain Smith, aides-de-camp, and Mr. A. B. Ponsonby, private secretary, was indefatigable in looking after the comfort and welfare of his numerous guests, while the day and the dresses and the uniforms together conspired to produce a very bright and animated scene. A few enthusiasts ventured to juggle in tennis, but the majority preferred to promenade the lawn and listen to the music provided by the splendid band of the Royal West Kent, under the leadership of Mr. McKelvey, which played a very excellent selection of music. Refreshments were served in the dining-room, and altogether a very enjoyable time was spent by the visitors, of whom there were in all some two hundred and fifty.

BREACH OF SHIPPING RULES.

A CONVICTION REGISTERED.

The master of the trading junk, who was yesterday charged by Inspector of Junks with having been in violation of the rules of the Colony, was fined \$25 at the Police Court this morning. The master, who was named as Mr. Wong, was charged with having been in violation of the rules of the Colony, and was fined \$25 at the Police Court this morning. The master, who was named as Mr. Wong, was charged with having been in violation of the rules of the Colony, and was fined \$25 at the Police Court this morning.

His Worship—"When did your boat leave after all?" Defendant—"Early on Sunday morning." He forgot himself and added: "We ought have left on Saturday, if I had not been arrested."

His Worship—"So you were thinking of leaving the port on Saturday?" A fine of \$25, or one month's hard labour was imposed.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

WING LEE STREET NUISANCE.

To the Editor of the "Hongkong Telegraph." Dear Sir,—The sight of Wing Lee Street is so ugly looking to the eyes of the passers-by that it requires drawing attention of the Sanitary Board Authorities.

Besides the filthy condition of the street there is a portion of Crown land on the west side of the street which has been used by some of the occupants of the street for depositing all sorts of refuse, debris, &c. This practice has for a long time been objected to or rather noticed by the Sanitary Board, but it is only if allowed to continue will undoubtedly be injurious to the health of the persons living near, and also likely to promote epidemic diseases. I shall thank you for kindly inserting this in your well esteemed paper in the interest of the public health and oblige—Yours, etc.,

Hongkong, 4th July.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The following are the highest scores in the 5th competition for the *China Mail* Cup held on Saturday last. 10 rounds at 200 yards disappearing target. There were 39 entries—

Name.	No. of hits.
J. H. Pidgeon	7
J. C. Peter	6
P. P. J. Woodhouse	6
E. W. Terrey	4
W. H. Davis	3
G. W. Jones	3
R. H. King	3
A. Mackenzie	3
J. McInnes	3
Sir Francis Pigott	3
G. H. Wakeman	3
A. W. J. Watt	3
Capt. Barnes Lawrence	2
C. E. H. Beavis	2
C. Glover	2
E. J. C. Grist	2
J. Hutchings	2
J. McCubbin	2
D. McKennie	2
G. E. Morrell	2
H. T. Richardson	2
D. Willis	2

THE CHARGE OF ANSON AT YOKOHAMA.

FORMER BRITISH SUBJECT SENTENCED TO PENAL SERVITUDE.

We learn from the *Japan Herald* that in the criminal section of the Yokohama District Court, Takahashi, a naturalized Japanese (formerly F. J. Curtis, a British subject), charged with arson, was sentenced to twelve years' penal servitude. Judge Satomi, in delivering sentence, said the Court presumed that on April 16th this year the accused committed arson in his own house for the purpose of obtaining the sum of ¥2,000 for which his furniture was insured. The act came under the purview of Article 409, but in consideration of the fact that the deed was committed by two degrees, and accused sentenced to twelve years' penal servitude. The cost of the trial was to be borne by the accused. Five days are allowed the accused in which to appeal against the decision. It is understood that the accused has notified his intention of appealing.

THE OPIUM TRADE.

THE FARMERS' LOSS.

As is generally known the Colonial Government is inviting tenders for the opium monopoly for the next three years. According to the present holders of the monopoly, the present holders of the monopoly will not make any attempt to secure the privilege for another term at the price of the current farm. Statements on the subject, which our representative was enabled to obtain in an interview with a gentleman connected with the opium farm, might not be without interest to our readers.

Asked as to the likelihood of the present holders of the monopoly tendering for another term, the gentleman remarked that it was impossible at the price they were paying annually for the exclusive privilege. "We are prepared to walk out," he said, "and give some other firm a chance."

"What was the sum you tendered for the present monopoly?" asked our representative. "\$185,000 per month."

"But you got a reduction not long after you were granted the licence? Was not that good enough?"

"Yes, we got a reduction of \$15,000 after an application was made to the Government. We could not manage to secure any profit. Our second, third and fourth applications for a further reduction were refused."

"What was the cause of the reduced takings?" "Bad business, high rent; in fact, there has been a combination of circumstances against us."

"Has the depreciation in the value of subsidiary coins in any way affected your business?"

"I should say—No. We have to pay the Government \$700,000 a month, and they will not receive it in any other money than in bank notes. As our retail business is transacted in subsidiary coins we lose \$4,000 every month in getting banknotes in exchange for our small coins."

"Then the farm is losing money?" "Rather. At an average the Opium Farm is losing about \$30,000 a month."

Continuing, the gentleman proceeded to state that had it not been for the fact that the largest share in the business were well-to-do Singaporeans, the farm would have gone into bankruptcy years ago. He also said that in case the farm could no longer bear the loss and proposed to close their doors, the Government would not only forfeit their security of half a million dollars, but would look to them for one million dollars for failing to carry out the terms of their contract. "I am former business in exporting the drug to Australia was a paying one, but since the Commonwealth of Australia prohibited the drug from entering Australia the loss sustained to the farm thereby has been \$30,000 per month. He concluded by saying that since the anti-opium agitation was started both in Europe and China, the majority of habitués have given up opium-smoking and taken to morphine."

THE "PROMETHEUS" ASHORE.

The captain of the German s.s. *Chow Fa*, which arrived in harbour this morning, reports that on leaving Bangkok, on the 27th ultimo, he passed the Norwegian s.s. *Prometheus*, ashore at the mouth of the Bangkok river. The *Prometheus*, it is understood, was subsequently floated, and returned to Bangkok, to undergo necessary repairs, after discharging a portion of her cargo. It was not anticipated that the *Prometheus* sustained much damage.

JAPAN'S FOREIGN TRADE.

OUTLOOK FOR THE YEAR.

With the restoration of peace the foreign trade of the country is apparently recovering its normal condition. That is to say, the returns for the first five months of the year show that the import trade, which exhibited great expansion during the war, is falling back to normal. Imports are showing a temporary increase, but the equilibrium between exports and imports has been restored, the excess of imports over exports during the five months of the year amounting to some 43 million yen. This year's export trade, compared with last year's, is as follows:—

	1905.	1906.	Increase.
January	24,000,000	23,760,000	12,216,000
February	26,487,000	24,931,000	1,855,000
March	35,485,000	21,937,000	11,857,000
April	28,610,000	24,402,000	4,408,000
May	37,670,000	23,714,000	7,716,000

Total 146,437,000 119,167,850 7,051,000

[The figures are given according to the vernacular statement, but as is frequently the case with Japanese figures the total and the various items do not agree.] As will be seen from the above, the exports show an increase in all months, the total increase over the corresponding period of last year amounting to 27 million yen. Below are given the figures for import trade.

	1905.	1906.	Decrease.
January	34,233,000	38,261,000	4,038,000
February	37,079,000	40,033,000	7,044,000
March	42,741,000	52,365,000	9,614,000
April	42,717,000	50,453,000	7,727,000
May	37,803,000	57,133,000	18,330,000

Total 189,573,000 238,228,000 48,654,000

The decrease of the imports during the five months, as shown above, amounted to 48 million yen, which, in the opinion of the *Nichi-Nichi*, is not at all surprising considering the cessation of the importation of a large amount of military supplies which were required during the war.

The principal increase is noticeable in the following articles of export:—

	1906. yen.	1905. yen.	Difference
Raw cotton...	59,136,000	58,841,000	8,100,000
Iron and steel	4,500,000	6,973,000	8,100,000
Machinery	7,751,000	10,257,000	2,506,000

To what extent the various articles of import have suffered may be seen from the following figures:—

	1905.	1906.	Decrease.
Raw cotton	59,150,000	58,841,000	8,704,000
Iron and steel	4,500,000	6,973,000	1,477,000
Machinery	7,751,000	10,257,000	2,506,000
Locomotives, carriages, &c.	478,000	2,084,000	1,616,000
Steamers	1,134,000	4,773,000	2,939,000
Rice	17,434,000	31,205,000	17,779,000
Kerosene	5,462,000	6,820,000	1,358,000
Leather	1,227,000	6,113,000	1,359,000

The importation of most of these articles has fallen off owing to the cessation of the war, while the decrease in rice is due to the large import made last year in consequence of the failure of the rice crop.—*Japan Chronicle*.

SUICIDE OF A CHINESE WOMAN.

INQUIRY AT THE MAGISTRACY.

At the Magistracy this afternoon, before Mr. H. H. J. Gompertz, presiding, Coroner, an inquest was held touching the death of Chan Lai Shing, a Chinese female, 19 years of age, who committed suicide by jumping into the harbour from the Praya East, on the 24th ultimo.

There was no jury called, and Dr. McFarlane was the first witness. He said that on the 27th ultimo he held a post mortem examination on the body of Chan Lai Shing, but discovered the body to be too decomposed to permit of a diagnosis. He thought, however, that drowning was the cause of death.

Chan Lai Shing, of No. 43, Ship Street, deposed that the deceased woman was known to her and she was for about two years in her house. The last time she saw deceased alive was at 9 p.m., on the 24th ult. Deceased, who was sitting outside the door of the house at the time, said that she was going for a walk, and witness, hearing that, deceased was always talking of killing herself, followed her. Deceased walked down to the wooden wharf near Blue Buildings and on gaining the end of the pier jumped into the sea. Witness, who was behind, grabbed the deceased, but was nearly pulled into the water with her. She immediately gave an alarm and the police arrived and she made a report at No. 2 Station. Witness was of opinion that the cause of deceased taking her life was because she was in debt. Her creditors were continually pressing her for payment, and this preyed on her mind to such an extent that she took her life. Witness could give no other reason why deceased should have taken her life. Deceased never gambled, but she drank beer and *samsu*. Witness could not tell who her creditors were, but she emphatically denied that the mistress of the house was the creditor.

A verdict of suicide during a fit of temporary insanity was returned.

A BRITISH POST OFFICE FOR TIENSIN.

We (P. & T. Times) are pleased to be able to announce that arrangements have been concluded for a British Post office for Tientsin under conditions which bear promise of the most efficient and satisfactory management. A contract has been concluded whereby from the 1st of January next British postal interests will be in the hands of the Chinese Engineering and Mining Company, Ltd., who will have the direct authority from Hongkong. This is an arrangement which will doubtless come as a surprise to many, but a moment's reflection will show that no more satisfactory arrangement could have possibly been made. Unlike the British Consulate the Engineering and Mining Company has both the premises and the staff available for such an undertaking, and but little augmentation is necessary and therefore able to inaugurate a Union service much more economical than any other office here. The Company's office has a courtyard, separate building, notice boards and entrance in every way suited for postal requirements at least for the present, and we have reason to believe that the admirable system of delivery boxes will be instituted to facilitate the delivery of business mails immediately on arrival, and from all we can gather the whole question has been handled in a thoroughly businesslike and practical manner and we have every confidence that the able Agent of the Company is prepared to spare neither pains nor attention to make the project a success. The initial contract is for a year, as a certain amount of practical experience will naturally be required before the service can reach the perfection which will be aimed at. An effort will be made, however, to overcome the anomaly by which English mails brought by French and German steamers are delivered here three or four days or a week later than the bags for the same vessel. The fault for brought by the same vessel. The fault for brought by the same vessel. The fault for brought by the same vessel.

The whole of the above is a very interesting and important matter, and we have every confidence that the able Agent of the Company is prepared to spare neither pains nor attention to make the project a success. The initial contract is for a year, as a certain amount of practical experience will naturally be required before the service can reach the perfection which will be aimed at. An effort will be made, however, to overcome the anomaly by which English mails brought by French and German steamers are delivered here three or four days or a week later than the bags for the same vessel. The fault for brought by the same vessel. The fault for brought by the same vessel. The fault for brought by the same vessel.

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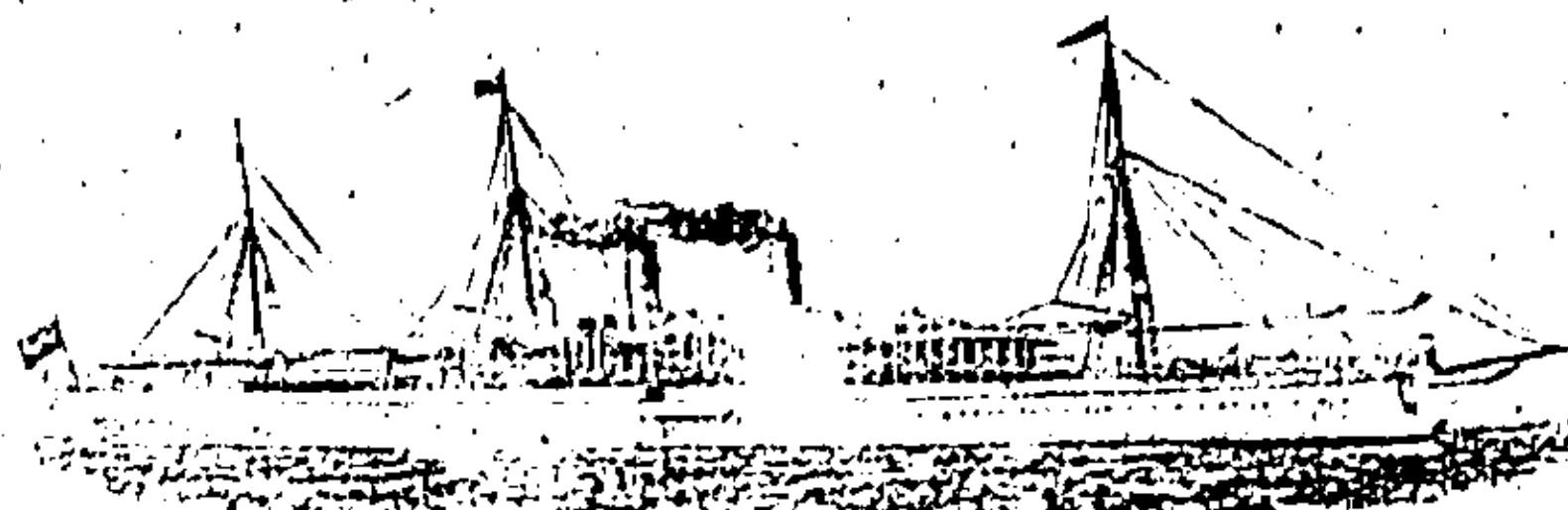
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 3rd Class—Single, 40 cents; Return, 60 cents.
 Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.
 The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG CO.
 Hongkong, 22nd June, 1906. (17)

Excursions to MACAO every SATURDAY at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:—1st Class single \$1 with cabin \$2.00, return \$3.00.
 2nd Class single \$0.80, return \$1.50.
 Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and
 YUEN ON S.S. CO., LD.,
 No. 8, Queen's Road West.
 Hongkong, 22nd July, 1906. (18)

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY, 11th July.
SEYDLITZ	WEDNESDAY, 18th July.
BAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
PREUSSEN	WEDNESDAY, 21st November.

ON WEDNESDAY, the 11th day of July, 1906, at Noon, the Steamship ROON, Captain G. Meiners, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 9th July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 10th July, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 10th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.00 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELSMHAFEN, HERBERTSHOEHE, MATUPI, DRISSANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 24th July.
WILLEHAD	4,763	TUESDAY, 21st August.
PRINZ WALDEMAR	3,227	TUESDAY, 18th September.

ON TUESDAY, the 24th day of July, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Leis, with Mails, Passengers and Cargo, will leave this Port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£18.00	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE	£30.00	£20.00	£14.00	Return £54.00	£36.00
TO SYDNEY	£33.00	£23.00	£15.00	Return £59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.00	Return £62.50	£44.50
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } PRINZ REGENT LUITPOLD, WEDNESDAY, 18th July.
 FOR SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } PRINZ EITEL FRIEDRICH, WEDNESDAY, 1st August.
 YOKOHAMA & KOBE } WILLEHAD, WEDNESDAY, 1st August.
 * Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£61. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 5th July, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. 1st Wh of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.5 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favorably with that of any port in the world.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Sootts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

(39)

"MINIMAX"
HAND
FIRE EXTINGUISHERMINIMAX SYNDICATE, LIMITED,
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN,
ANTWERP, &c.F. BLACKHEAD & CO.,
LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS. NO HOSE. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosene, Oil, Tar, Benzine.

Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 4 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting. Always ready for immediate use. Requires only one hand to hold. Weight only 8 lbs. when full. Minimum of Price, Weight and Size. Maximum of simplicity and effect.

Hongkong, 10th May, 1905.

(33)

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,

21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road.
Hongkong, 27th November, 1905. (48)

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."
 SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports.
 THE ROUND TRIP OCCUPIES ONLY 30 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUHHING, TAKHUNG and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.
 HONGKONG.

Hongkong, 23rd December, 1905.

(14)

JAVA-CHINA-JAPAN LINE
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected, on or about	Will leave for	On or about
TJIMAHI	JAPAN	First half July	JAVA PORTS	First half July
TJIPANAS	JAPAN	Second half July	JAVA PORTS	First half August
TJILATJAP	JAVA	Second half July	JAPAN-VIA SHANGHAI	First half August
TJILIWONG	JAPAN	Second half August	JAVA PORTS	Second half August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE
JAVA-CHINA-JAPAN LINE.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 6th July, 1906.

(15)

Intimations.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS,
ALEXANDRA BUILDINGS.



ESTABLISHED A.D. 1841.

DEVONSHIRE CIDER.

We have just received
a shipment of APPLE
BRAND CIDER bottled
by Messrs. ROBERT POR-
TER AND COMPANY, Pro-
prietors of the famous
BULL DOG BRANDS
of STOUT and ALE.

It is highly recom-
mended by many medi-
cal men on account of its
beneficial action in cer-
tain ailments particular-
ly in complaints of a
gouty origin or tendency.
Either by itself or mixed
with SODA or GINGER
BEER it makes a most
wholesome, palatable
and refreshing summer
beverage.

Per Case of 8 Doz.

Pints - - - \$30.00
Per Doz. - - - 4.00

Hongkong, 5th July, 1906.

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL.

ITALIAN
VERMOUTH

FROM

ELLI CORA.

TURIN.

ITALY.

BEWARE OF OTHER SO-CALLED

ITALIAN VERMOUTHS

SOLD IN THE COLONY

AND MADE IN FRANCE.

CASH LESS 10%.

CREDIT LESS 5%.

Hongkong, 7th July, 1906.

(35-11)

LOCAL AND GENERAL.

FIVE cases of plague, with one death, have
occurred during the past twenty-four hours.

A TIGER measuring 10 feet in length was a few
days ago shot by Mr. F. Glendinning, Exe-
cutive Engineer at Kuala Jeai, near Kuala
Pil. It.

At the Supreme Court this morning, before the
Chief Justice, Sir Francis Pigott, the Trade-
mark case was continued, when Mr. Slade
resumed his address for the plaintiffs, and the
case was adjourned.

INTENDING excursionists to Macao by the
increasingly popular week-end-trips of the s.s.
Heungshan are reminded that the steamer
leaves Douglas Wharf at the usual hour to-
morrow morning, viz., nine o'clock, returning
from Macao at 3 p.m.

A CHINAMAN came before Mr. H. H. J.
Gompertz, at the Magistrate's Court, charged
with being in possession of a quantity of illicit
opium. "No, that is not opium," replied
defendant. "Look again. It is only black
mud!" The "black mud" cost him \$25.

THE number of squatters' licences on the roll
at the beginning of last year was 772, repre-
senting an annual rental of \$872.70. During
the year, 21 were written off and an effort is
now being made to settle the claims of all
squatters. Surveys are being prepared for that
purpose.

TANG Kai, a lodging-house keeper, of No. 395,
Des Vaux West, appeared before Mr. F. A.
Hazelard, this morning, charged with being a
member of the Triad Society and also with
having in his possession a quantity of fighting
irons. The police applied for a remand, which
was granted until Wednesday next.

THE scavenging contractor was prosecuted be-
fore Mr. F. A. Hazelard, at the Magistrate's to-
day, charged with failing to exhibit a bright
light on his dust boat while at anchor in the
harbour, a few nights ago. Defendant said
that his boat was to be away, not he, as he never
sleeps on the boat. His Worship fined him \$10.

LARGE quantities of Sydney flour have arrived
at Singapore within the last few days. The
American flour market hitherto held control
there and it is probably the boycott against
American products rather than a cheaper rate
or superiority of the Australian product which
is responsible for the recent importations from
Sydney, remarks the *Strait Times*.

WE have received from Mr. Frederic Jones,
Commissioner of Trade from Queensland, a
copy of "Queensland, the Winter Paradise of
Australia." The little book is well got up, both
as to the illustrations and letter-press, and
should form a very useful book of reference,
not only to tourists and visitors, but to traders
and intending settlers, as it is replete with a
fund of valuable information, well compiled
and put together.

THREE Japanese and one Chinaman were
charged at the Police Court this morning with
selling intoxicating liquors on their premises
—Nos. 15 and 16, Praya East—yesterday, with-
out a permit. Evidence was heard. Mr. F. A.
Hazelard fined the first Japanese—a lodging-
house keeper—\$300, with the alternative of
four months' hard labour. The charges against
the others were withdrawn. The Court also
made an order that \$75 of the fine, if paid, was
to go to the informer.

CHAN Wah, a coolie, employed at the Quarry
Bay Shipyard, was this morning, at the Magis-
tracy, proceeded against by a shopkeeper at
Quarry Bay, for stealing from the shop, on the
night of the 4th inst., some clothing and a
clock, valued at \$14.50. Evidence was heard.
It was said that defendant had only been at
Quarry Bay for a few days and was a compara-
tively stranger to the place. He took the first
opportunity to enter complainant's shop and
left with the goods. Mr. Gompertz sentenced
him to six weeks' hard labour and six hours
stocks.

THE *Strait Times* is informed that the Hon.
Sir Lionel Cox, lately Chief Justice of Singa-
pore, who is now at home on leave, is not
likely to return to the Straits Settlements as he
has retired from the Bench and takes his pen-
sion. We may, therefore, expect to hear very
shortly that a successor has been appointed to
fill this important judicial post. It is some-
what strange that at the moment there are
three vacancies in the law offices—those of
Chief Justice, Attorney-General, and Solicitor-
General, which represent Crown patronage of
no little value and importance.

DURING last year the right of erecting piers
under long leases was granted in 3 cases in
Hongkong and in 5 in Kowloon whilst exten-
sions of two piers formerly sanctioned—one in
Hongkong and one in Kowloon—were also
granted. The premises derived from the above
in Hongkong amounted to \$68,375 and in Kow-
loon \$1,683, while the annual rentals were
\$3,780 and \$483, respectively. Licences for the
following temporary piers for various periods
were issued:—18 in Hongkong, 14 in Kowloon
and 19 in the New Territory, the amount of
fees payable for these being \$5,335.

MAJOR Ronald Ross, F.R.S., whose efforts to
exterminate malarial fever and whose dis-
coveries of the havoc wrought by the "anophe-
les" mosquito are so well known, has been
expressing in the *University Review* his dis-
appointment at the half-hearted assistance
rendered by the European residents and Gov-
ernments in tropical colonies. He points out
that more than seven years ago it was demon-
strated how malaria is conveyed from man to
man by a group of gnats, and several obvious
and practicable methods of prevention were
suggested, as a consequence of the discovery.
Yet when these measures were urged upon the
public and Governments of our tropical
Colonies, the so-called educated white people
scorned at the whole discovery, without troubling
to ascertain the facts, and the Governments,
with few exceptions, took no action that could
for a moment be called adequate. And yet
half the people in the tropics suffer from this
disease every year.

THE INDIAN CONTINGENT.

DISSATISFACTION IN THE POLICE FORCE.

PANAMA CANAL ATTRACTIONS.

There is trouble brewing among the rank
and file of the Indian contingent of the local
Police Force. Matters came to a head yesterday
when the leader of the malcontents was given
seven days' cell by the Captain Superintendent
of Police for insubordination, and although
everything is quiet to-day it is feared that there
might be more trouble.

Yesterday, a deputation of the Indian
police, waited on the Superintendent in his
office and requested an increase of pay.
It was said that the Superintendent told them
to put in their petition in the usual manner
and forward it in writing. He then directed
them to return to barracks. Indian constable
673, who appeared to have been the ringleader,
and also the spokesman, refused, and instigated
the other men not to return to barracks, and it
was alleged, directed the men to "strike." He
was promptly placed under arrest and was
sentenced to seven days' cell. Then the others
dispersed and returned to duty.

Speaking to-day on the subject to one
in a position to know—a *Hongkong Tele-
graph* reporter—was informed that the
question of the increase of pay was not
the real cause of the trouble amongst the In-
dians. They are simply using that as a pretext,
to create trouble. The men want to leave the
Force and are not willing to buy their dis-
charge. They want to work on the Panama
Canal. Several months ago a few Indians left
Hongkong and obtained engagement, presum-
ably as watchmen, on the Panama Canal con-
struction. They have written to their friends
in Hongkong—mostly in the Police Force—
telling them what conditions there were
like, adding that more men are wanted
and that their pay was \$3 (gold) per day.
The alluring prospect was the beginning of
the trouble. A week or two ago two of the Indians
returned to the Colony from the Panama Canal
on leave and sported gold as they had never
done in their lives. They invited several In-
dian members of the Police Force to the Mosque
to pray. When the collection-box
came round the policemen each dropped in a
few coppers, while the returned Indians each
dropped in gold pieces, as it is related.
This evidently excited the cupidity of their com-
patriots who saw the vision of gold in the
Panama El Dorado, hence, it is said, their
combined efforts to obtain a discharge from the
local Police with a view to enlisting with
Uncle Sam in the work of building the Panama
Canal.

HONGKONG SHIPYARDS AND
PUBLIC WORKS.

In his annual report published in the *Gazette*,
the Director of Public Works mentions the
progress, during last year, in connection with
the two shipyards and other public and private
undertakings under construction in the follow-
ing terms:—

The Naval Yard Extension, and Messrs.
Butterfield & Swire's Shipyard Works were in
progress throughout the year. In the case of
the former, the reclamation, outer quay wall,
and tidal basin were practically completed and
substantial progress was made with the con-
struction of the graving dock. Several of the
buildings connected with the scheme were in
progress, some delay being caused in the case
of the pump-house by the failure of the timber-
ing just as the excavation for the pump-wells,
about 70 feet in depth, was nearly completed.
In the case of the Shipyard Works, the reclama-
tion and levelling of the site made good pro-
gress, and the inner portion of the graving dock
was completed; work on the entrance,
for which a very heavy cofferdam was required,
being in active progress by the close of the year.

COMMERCIAL SQUARE.

The remaining large blocks of buildings on
the Praya Reclamation, east of Pedder Street,
including "Hotel Mansions," "King's Build-
ing," "York Building" and "Royal Building,"
were completed during the year. A great many
of the leading firms of the Colony—business,
commercial and professional—are now housed
in these and other buildings occupying the
area indicated. The buildings have an im-
posing appearance, and compare favourably in
many respects with similar buildings in our
large home cities.

HOSPITALS AND FLOUR MILLS.

Other works worthy of mention are Sharp's
Memorial Hospital, Mount Kellett, and the
new Military Hospital above Bowen Road, both
of which were nearing completion at the close
of the year. Work was begun on the erection
of the buildings to form the premises of the
Hongkong Milling Co., in Junk Bay. The Star
Ferry Co.'s new pier, opposite the end of
Salisbury Road, Kowloon, was constructed
during the year and was nearly ready for traffic.
It will afford a much more convenient point
of arrival and departure than the old pier, both
for the ferry steamers and for passengers and
vehicles, being clear of the Kowloon Wharves
with all their obstructions aloft in the way of
cargo-boats, lighters, etc., and ashore in the
way of rails, trucks and masses of cargo
constantly being moved to and fro. The new
pier also affords much better accommodation
and protection from the weather than the
old one.

RECLAMATIONS.

The reclamations at Kowloon and Black-
head's Point and of Kowloon Marine Lot 83 at
Humphreys, mentioned in last year's report were
practically completed, whilst those of Marine
Lot 285, at North Point, and of Kowloon
Marine Lot 85, at To Kwa Wan, made good
progress. The following further reclamations
were in progress:—

	Area, sq. ft.
New Kowloon Marine Lot No. 2	345,928
Kowloon Marine Lot No. 87	145,350
Yau Ma Tei	653,400

The areas stated are those of the lots, which,
in two cases, extend for some distance above
old high-water mark and, though largely so,
are not therefore exclusively reclaimed from
the sea. In the remaining case, the purchaser
has been required to fill in and reclaim a con-
siderable area of Crown foreshore in addition
to the entire area of his lot.

PRINCE TSAI-TS'EH.

RECEPTION AT HONGKONG.

Arrangements are in progress for a suitable
reception to His Highness Prince Tsai-Ts'eh,
who is expected to arrive here on Monday
morning. A Guard of Honour, of the 2nd
Royal West Kent Regiment, will parade on
Blaise Pier at 11.45 a.m. on the occasion of the
visit of the Prince. A salute of 19 guns will
be fired by the Royal Artillery at 12 noon.
There will be a luncheon at Government
House.

KOWLOON-CANTON RAILWAY.

SURVEY AND PRELIMINARY WORKS.

Reference is made in the report of the Hon.
Mr. W. Chatham, just issued, to the survey
and preliminary works of the British section of
the Kowloon-Canton railway. The report
records the fact, already stated in these
columns, that Messrs. Bruce and Valpy arrived
from England in the middle of June to carry
out the necessary surveys for the selection of a
route and for the setting out of the line when
the route had been decided upon. Mr. Bruce
submitted his report on the result of his
preliminary surveys in October, strongly
recommending what is known as the Eastern
Route. His recommendation having been
approved, the setting out of the line was
begun, and steps were taken for the resump-
tion of the land required for the con-
struction of the railway. For the setting
out, the services of Mr. Carpenter, assistant
engineer, and Mr. Darby, Land Surveyor,
were lent to Mr. Bruce and, under his super-
vision, these officers undertook the section be-
tween Tai Po and Lo Fu Ferry. So far did
matters progress that, on the 6th December,
by the instructions of His Excellency the
Governor, the work of constructing this section
was begun and some progress had been made
by the close of the year.

A scheme for the provision of a terminus,
alongside which there will ultimately be
afforded deep-water berths for steamers, was
prepared by Mr. Boulton and submitted to
Government.

POLICEMAN CHARGED WITH
ASSAULT.

GERMAN OFFICER'S CASE RE-OPENED.

Capt. Bruckner, engineer, s.s. *Lyteemoon*,
summoned P. C. 103 Taylor, at the Magistrate's
this forenoon, before Mr. F. A. Hazelard, for
assault, alleged to have taken place at Ship
Street, on 20th May last.

It will be remembered that some time ago
Taylor charged Bruckner and the second officer
with seriously assaulting him. Bruckner was
fined \$10 for the offence, and the officer, who
assaulted the policeman, was sentenced to one
month's hard labour. Soon after the case
Taylor went to hospital and has been in that
institution until recently when he was dis-
charged, but not before one of his fingers had
to be amputated.

The defendant pleaded not guilty.

Mr. C. F. Dixon, of Mr. J. Ho Hastings'
office, prosecuted.

Carl Bruckner, third engineer, *Lyteemoon*,
said that on the night of May 20th last he was
in Ship Street, with the second officer, and an-
other. Gutschke—the second officer—was the
first to leave the house. When witness gained
the open he saw Gutschke about ten paces down
the road, the defendant coming in his direction.
Witness saw defendant speaking to Gutschke. He
overheard defendant say:—"German!" At
that time witness had joined the men. He
heard defendant continue abusing Gutschke,
and then ordered the latter to get down the
road. Gutschke replied that he was going, but
told defendant to stop using abusive language.
At this stage three soldiers were seen walking
along, and defendant hailed them. Then he
struck at Gutschke, and, next, witness on the
mouth. Witness never provoked or struck de-
fendant. When defendant struck witness on the
mouth, the force of the blow cut his lower lip and
knocked out a tooth. Then Gutschke left, but
was followed by the defendant and the soldiers.
Witness brought up the rear. When he got
on to Queen's Road witness got into a ricksha
and went to the Police Station. At the station
witness reported that he was assaulted. When
witness was about to leave the station the de-
fendant entered, with Gutschke in his custody.

By the defendant:—On the night in question
witness had several drinks. Witness did not
create a disturbance at No. 45, Ship Street.
Witness was not expelled from the house.
He did not know which hand Taylor
used in hitting him. He did not know
which of his comrades carried a stick that
night. Witness asked to see a doctor. He
did not summon defendant on the following
day because he did not think of it. Witness
and Gutschke preferred to remain in the cells
rather than be released on bail, because when
the inspector said they could go, on putting up
bail, they refused. Witness did not remember
being told by Inspector Gourlay on two oc-
casions—on the night he made his report and
on the following morning—that he could sum-
mon defendant if he wanted to do so.

The case was remanded.

SHIPPING AND MAILS.

MAILED OVER.

French (*Armand Delisle*) 9th inst.
Indian (*Manmang*) 11th inst.
Edgibah (*Dahar*) 11th inst., 6 a.m.
Canadian (*Tartar*) 17th inst.
American (*Korea*) 18th inst.

The American & Oriental Line s.s. *Foxley*
from New York, left Singapore to-day, and is
expected here 13th inst.

The M. V. K. Bombay Line s.s. *Hakata Maru*
left Singapore for this port on 6th inst., and is
expected here on 12th inst.

The N. Y. K. Australian Line s.s. *Kumano*
Maru left Nagasaki for this port on 6th inst.,
and is expected here on 10th inst.

The P. M. S. S. Co.'s s.s. *Korea* sailed from
Yokohama for Hongkong on 8th inst., and will
be due to arrive at this port on 18th inst.

The P. & O. S. N. Co.'s s.s. *Delhi* left
Singapore for this port on 6th inst., at 4 p.m.,
with the outward English Mails, and is due
here on 11th inst., at 6 a.m.

TELEGRAM.

"HONGKONG TELEGRAPH"
SERVICE.

THE S.S. "NINGPO."

STRUCK FLOATING MINE.

SERIOUS DAMAGE.

[From Our Own Correspondent.]

Shanghai, 7th July,
11.45 a.m.

The steamer *Ningpo* struck a float-
ing mine 120 miles from the Saddle
yesterday.

She sustained serious damage to
her bows, a big hole being made in
the fore part of the vessel by the ex-
plosion.

The *Ningpo* at once put back to
Shanghai and will be docked for re-
pairs.

Fortunately no lives were lost by
the contact with the mine.

[The s.s. *Ningpo* (Capt. Eedy) is a British
vessel, of 1,228 tons, owned by the China Navi-
gation Co., Ltd., of which Messrs. Butterfield
and Swire are the local agents.—Ed., H.K.T.]

THE FLOATING MINE DANGER.

The *Japan Chronicle* of 27th ult. observes:—
Yesterday, for the third time in the course of
a fortnight, we reported a marine disaster
caused by a floating mine in the northern
Japan Sea. The waters near Vladivostok are
so dangerous for traffic that it is surprising
some common action has not been taken before
this to draw the attention of the Japanese
and Russian Governments to one of the
most wasteful results of the war. Shipping
may be insured against the risk of floating
mines, but this is no guarantee against loss of
life. Since the mines were first sown on the
seas, the number of merchant ships lost as a
direct result, and the number of lives lost have
been terrible, and it is no exaggeration to say
that these deadly and cowardly weapons of
destruction have proved of greater harm to in-
nocent merchant shipping than to the war
vessels of the belligerents.

There must be still a large number of floating
mines on the northern and western coasts of
Japan and along the Korean coast. Occa-
sionally they are washed ashore, and
passing steamers report having seen them—
all of which emphasises the necessity
of extra precautions on the part of navi-
gators. In yesterday's issue we published
a dispatch from Tokyo which stated that
while Japan, in conformity with the Treaty of
Armistice between Japan and Russia, had
undertaken operations for clearing the mines
from Port Arthur and Dairen waters, the
Russian authorities had not carried out their
obligations, and mines laid near Vladivostok
broke away from their moorings and drifted on
to the high seas. It is stated that foreign
steamers have discontinued the navigation of
the Japan Sea because of the dangerous risks
of navigation. This latter statement is not
quite correct, but if nothing is done to remove
the risk the effect ought to be serious.

With regard to the statement that the
Japanese authorities, in compliance with the
Treaty of Armistice, undertook operations for
clearing mines, to which Russia also agreed,
we see no mention of any agreement of this
character in so many words in the Protocol of
Armistice which came into force on the 5th
September last, and was signed at Portsmouth
on the first of that month. Article V. of the
Agreement says: "The Commanders of the
Armies and Navies of the two contracting
parties shall determine the terms of armistice
by mutual agreement." Turning to the naval
armistice concluded between Admirals Shim-
amura and Jessen on the 18th September, no
reference is made whatever to clearing mines,
at least there is no reference in the particulars
of this agreement that have been published, as far
as we are aware. The subject of mine-clearing is
of sufficient importance to be included in the
conditions of a treaty, but as by Art. V. of the
Protocol of Armistice the naval commanders
were allowed a free hand in making their
agreement, it is possible that an understand-
ing was arrived at without being committed to
paper.

The mine danger in the waters of the Japan
Sea and further north is a real one, as is clear
from the bulletin which was issued from the
Japanese naval headquarters in November
last. In that month General Linewitch wrote
to the naval authorities in Tokyo for infor-
mation respecting the number and position of
mines laid by the Japanese in the waters about
Vladivostok. Here is the statement furnished
to General Linewitch:—

- 1.—Twelve mines were laid in a zone 10 to 15
nautical miles off Siyup Island to the south-
east.
- 2.—Thirty-nine mines were laid in a zone be-
tween a point 8 nautical miles south and 12
west of the same island.
- 3.—Twenty-four mines were laid in a zone
between a point 63 nautical miles south and
11 miles East of Subulbo Island. All the
mines mentioned so far were laid on the 28th
and 29th April, 1905.
- 4.—On April 15th, 1905, 715 mines were laid
between Korsakov Point and Askani Island.
This gives a total of 790 mines laid by the Japa-
nese for the destruction of Russian warships, and
does not include the many which must have
been laid by the Russians near Vladivostok for
the destruction of the Japanese. And the
Russians are reported to have done nothing
now that peace has been restored to make the
high seas safe for commerce. Floating mines
and all other fiendish methods of destroying
life and property may be tolerated in time of
war, but the fact that they are afloat upon the
seas is no reason why they should be permitted
to work havoc in a time of peace.

THE WEATHER.

The following report is from Mr. F. G. Figg,
First Assistant of the Hongkong Observatory:—
On the 7th at 11.50. The barometer has
risen generally, particularly in the North.
Pressure is highest to the N.E. of Japan, in
the North, and over S. part of the China Sea,
in the South. The lowest pressure is over
China.
Fresh S. and S.W. winds are indicated in the
Formosa Channel and the N. part of the China
Sea.
Forecast:—Fresh S. winds, equally, showery.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

TANJONG PAGAR DOCKS.

REPORTED AWARD.

£3,000,000 STERLING.

[From Our Own Correspondent].

Singapore, 7th July.

11.55 a.m.

An unofficial report has been received here from London to the effect that the Tanjong Pagar Dock award has just been made.

No authentic corroboration of the report could be obtained.

The unconfirmed report states that the amount awarded to the Company by the Arbitration Board has been fixed at just over three million pounds sterling.

[We learn from the Singapore Free Press that, on the 28th ult., a private telegram was received in Singapore by a gentleman who was prominently associated with the Tanjong Pagar Arbitration proceedings in Singapore to the effect that "the Empire" (who was Sir Michael Hicks Beach, now Lord St. Aldwyn) "stated that the award of the Arbitration would be made within the next few days."—Ed., H.K.T.]

[Leader's.]

Mr. Bryan on the Education of Orientals.

London, 5th July.

Mr. Bryan, who will probably be the Democratic candidate for the United States Presidency, in a speech on Independence Day at a banquet in London, dwelt on the necessity of the whites educating the dark-skinned races of the Orient to a nobler conception of life.

He welcomed the beneficent influence of Japan, and was confident that reform in China would make her a powerful collaborator in the international vineyard.

Later.

The Proposed Reduction of the British Army.

Mr. Brodrick, in a letter to the *Times*, declared that the proposed wholesale reductions in the Army, especially in the artillery, will amount to a national calamity and make the richest nation in the world a general laughing-stock.

Russia.

The Tsar has cashiered three officers of the moustache Guard regiment, including Prince Vasilevitchoff.

Result of the Princess of Wales' Stakes.

- 1—Dinnelord.
- 2—Langibby.
- 3—St. Amant.

Henley Regatta.

The Henley Regatta was favoured by splendid weather.

There were 69 entries—a record number, and the attendance was enormous.

The Belgian crew won the Grand National, beating Trinity Hall by three lengths. Leander did not compete.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE ARROGANCE OF EXCISE OFFICERS.

To the Editor of the "HONGKONG TELEGRAPH."

Sir—Will you kindly allow me space in your popular columns, to air my grievances against the arbitrary actions of the Opium Farmer's Excise Officers and the Police Sergeant, on duty at the place then, (number unknown).

I returned from Canton on the afternoon of the 5th inst., per the s.s. *Kushan*, and just after leaving the steamer with a coolie carrying my effects, I was accosted by a fellow-countryman, who styles himself an excise officer, and demanded to examine my box and luggage; to this I protested and asked him to show me his proper powers before I would allow him to examine them, but he called that police sergeant along and to him I appealed, to tell the excise officer to produce his proper powers before he could examine my effects, but in vain.

The Police sergeant in a most insolent manner, and threatening me with a cane in his hand, said: "Open it or go to the Police Station." Under the high-handed influence of the said sergeant, I opened all my effects, and after 15 or 20 minutes futile attempts to discover for opium I was then allowed to proceed home.

The very many hardships and annoyances given by such brands of people, to my fellow-countrymen, are quite beyond my pen to write. I now earnestly hope, that some of our leading merchants or residents will come forward and draft a joint petition to H.E. the Governor, demanding the abolishing of the Opium Farmer, or at any rate to have the powers given to the Opium Farmer considerably reduced. As matters at present stand, the Opium Farmer does not at all redound to the credit of the Hongkong Government's boasted free port policy.—Yours, etc.,

CHINESE SUFFERER.

Hongkong, 7th July, 1906.

MILITARY AND NAVAL LANDS.

NEGOTIATIONS CONCLUDED.

We learn from the report on the Public Works Department for 1905, that the negotiations between the Colonial Government and the Military Authorities for exchanges of land have now been practically brought to a conclusion, the only matters requiring settlement being the boundaries and areas of the various plots, for which surveys are required.

Colonel Lewis, who came out from England to settle the matter, compiled a report on all the Military holdings and made recommendations as to settlement which were eventually agreed upon by them and defining the areas by boundary stones in order that they may be checked by the Colonial Government.

There is nothing to record under this heading beyond the fact that the vexed question of the boundary between the Naval and Military property and the proposed Praya East Reclamation was settled.

BURGLARY AT JUNK BAY.

THIEF SENT TO GAOL.

Chan Wah, a seventeen-year-old boy, was charged before Mr. H. H. J. Gompertz, at the Magistrate's Court this morning with stealing three bracelets, valued at \$10, two finger-rings, valued at \$35, one locket, valued at \$25, one silver watch and chain, valued at \$15, and a purse containing \$60 in money, the property of Mr. E. Entwistle, an overseer, at the Milling Works, Junk Bay.

The defendant pleaded "not guilty." Complainant, sworn, said that, on 18th May last, he missed the property mentioned above. As soon as he discovered the loss he reported the matter to the police. The defendant was a houseboy employed in another man's house and had been in witness's matched before and had seen jewellery lying on his dressing table. The same day that witness lost the articles defendant left for Hongkong, and when arrested was found in possession of the watch and chain.

An Indian sergeant said that when the complainant lost the jewellery he made a report to him. In consequence, defendant was watched and when he was searched complainant's watch and chain were found in his pocket, and accused was removed to Tsing-tsu Station.

Lance-sergeant Wilden said that on the 6th instant he went with defendant to Junk Bay to a washed their occupied by Mr. Murray. In the wall of the washed defendant produced a small packet which contained a portion of the stolen jewellery. In another part of the washed the purse and money and some more jewellery were recovered.

Defendant said complainant's "boy" gave him the jewellery, and he put them away. His Worship sentenced him to six months' hard labour and six hours' stocks.

G. N. R. AND N. Y. K. LINES.

THE NEW AGREEMENT.

Great Northern and Nippon Yusen Kaisha officials stated in an interview secured by a *Vancouver* contemporary on 7th ult., that a contract had been signed for ten years whereby the Japanese steamship line will act as Great Northern agents in the Orient and the Mill road will look after Nippon Yusen Kaisha traffic matters in that country. The basis of commissions is similar to that which has prevailed during the past ten years, but may be slightly modified by conference at Tokyo. By the terms of the new agreement the Great Northern is authorized to make an independent fight for traffic from Oriental ports, in addition to the Nippon Yusen Kaisha's struggle for freight and passenger business. The Great Northern will not interfere with Japanese line's business, however. The sailing schedules of the Nippon Yusen Kaisha and Great Northern boats will be regulated to avoid conflict.

THE LEIGHTON HILL ROAD OUTRAGE.

POLICE CASE FAILS.

When Mr. H. H. J. Gompertz discharged one coolie at the Magistracy yesterday as having no connection with the attack on Mrs. Aoki on 23rd June last and remanded the other suspect, Inspector Gourlay removed the latter to the Government Civil Hospital for identification. About six other coolies were also gathered in the street and together with the suspect were paraded before the Japanese lady. Mrs. Aoki, who was propped up with pillows in a sitting posture, examined each man as he was brought before her, but failed to identify any of them as her assailants.

Speaking to the inspector afterwards, Mrs. Aoki said that it was impossible for her to identify her real assailants in a gang of men, dressed almost alike as they were when brought before her.

"Do you think you could identify them if you met them in the street?" asked Inspector Gourlay.

"I might," replied Mrs. Aoki. This morning, at the Police Court, the suspect was brought up again, and released by the Court, on the suggestion of Inspector Gourlay.

The police have a difficult task in securing their quarry since Mrs. Aoki has partly admitted that she cannot identify her assailants now. They will, however, not abandon their efforts, and the only hope they have of bringing the rascals to book will be in case Mrs. Aoki happens to meet them in the street, when she might recognise them. The men have stolen nothing from the house, whereby a clue might be obtained, and there is nothing on which the police could act.

Mrs. Aoki is gradually recovering from her serious wounds and her discharge from hospital is now a matter of weeks.

The police have offered a reward of \$500 to any person furnishing information that can lead to the arrest of any of the scoundrels.

THE BLUE FUNNEL LINERS.

PROSPECTIVE COMPETITION WITH THE C.P.R.

Vancouver despatches of 7th ult. states that advice was received that morning to the effect that the Ocean Steamship Company had made application to the Chinese Empire Travelers' Association for a share of their passenger traffic to and from this coast. It is understood that Mr. Alfred Holt has agents canvassing the various branches of the association in the Far East Kingdom, trying to arrange with the different heads of the Chinese, plans that will allow him to compete with the C.P.R. in carrying on a Chinese travelling business. The Blue Funnel liners are large cargo carriers and their ability to carry a large number of Orientals in the steerage at a much cheaper rate than that charged by the C.P.R. is said to be the motive of the company entering the practically new field. Their success in their new efforts for passenger traffic will induce the company to enter the Oriental trade more extensively.

THE SAN FRANCISCO STRIKE.

AMERICAN MAIL STEAMERS' SAILINGS.

Writing to-day, the local agent of the Pacific Mail S. S. Co. says:—

"We are just in receipt of cable advice that the s.s. *Siberia* will sail from San Francisco on July 7th, *China* on July 10th, *Mongolia* on July 20th, *Nippon Maru* on July 28th and *Yokohama* on August 4th, and in the order named above will sail from Hongkong on August 14th, August 21st, August 28th, September 4th and September 14th.

"From the foregoing, it is clear that the strike at San Francisco has ended."

PROMENADE CONCERT.

POPULAR FUNCTIONS RECOMMENCE.

It will be learned with much pleasure by all lovers of music, and of all *laissez-faire* entertainments, that the commandant and officers of the local Volunteer Corps have decided to commence a series of the open-air promenade concerts which proved so attractive last season. The first of these is scheduled to take place on the 21st inst., for which a very comprehensive programme is now being arranged. The conduct and management of the series is in the capable hands of Mr. Geo. Gumble, which should be sufficient guarantee that the functions will be all that can be expected from local musical talent, and if only the elements of the weather is propitious, some very pleasant evenings may be anticipated.

NEW HARBOUR OFFICE.

It is notified that the duties of the Harbour Department will, on and after Monday, the 10th instant, be conducted at the new office, Connaught Road Central (New Praya), nearly opposite the Hongkong, Canton and Macao Steamboat Company's wharf. The engagement and discharge of seamen, &c. will be carried on, as hitherto, at the Mercantile Marine Office, West Point.

DALNY AND NEUCHANG.

The following extracts from the *Jap. m-Mail* will be read with interest:—

The idea of making Tairen (Dalny) a free port is strongly supported by public opinion in Japan. It is recognised that three places are competing for the advantage of recognition as port of entry for Manchuria; namely, Vladivostok, Tairen and Neuchang. Among the three Tairen is certainly the best situated. Vladivostok and Neuchang labour under the great disadvantage of being ice-bound for several months in the year, whereas Tairen is always open, and Neuchang is further handicapped by its poor harbour which gives access to nothing in the shape of ships displacing more than 2,000 tons. But Neuchang has one point strongly in its favour, namely, that it lies at the mouth of the Liao River, and is consequently the terminus of Manchuria's greatest water-way. To neutralize that superiority the Japanese railway, as the *Asahi Shinbun* justly observes, must carry goods at 1 sen per ton per mile, instead of exacting 3 or 4 sen as is done at present, and the lowest possible scale of charges must be adopted for wharves and storage accommodation. Of course, a very great deal will depend on the arrangements effected for the junction at Changchun—that is to say, a very great deal so far as the traffic in Europe is concerned. It is more than probable that the Russians if they are bent upon securing for Vladivostok the position of Far-Eastern terminus of this traffic, will endeavour to throw every possible obstacle in the way of connecting facilities at the point of junction. It will be for Japan, when negotiating her new commercial treaty with Russia, to obtain the insertion of such provisions as will nullify that danger. Already Vladivostok has the advantage of priority. Every day advertisements appear promising to the travelling public easy and rapid overland transport to Europe via Vladivostok, whereas the world remains ignorant as to whether and when the Dalny route will be opened. If there is any way—and there ought to be—of correcting or diminishing that disadvantage, it should be seized at once.

In connexion with the approaching resumption of the civil government of Neuchang by the Chinese, a question has arisen as to the cost and the completion of certain roads and bridges undertaken by the Japanese during the period of their military occupation. These works are said to be essential to the town's well-being, and it would be at once unfortunate from a public point of view were they abandoned and unfair from a Japanese point of view were they taken over without any compensation. It is therefore proposed that the Customs dues collected by the Japanese during their occupation, which are now lying in the Special Bank, should be devoted to reimbursing the outlay incurred on account of these works and meeting the expense of completing them. An agreement in that sense is said (*Nichi Shinbun*) to have been drafted by the Japanese Legation in Peking during Mr. Uchi-uchi's tenure of office, and to have received Chinese approval. It further stipulates that the works shall not be altered or abandoned after the resumption of Chinese administration.

The *Kobe Herald* says:—A Tokio message to the *Mainichi* states, in regard to the opening of Dalny as a free port, that the Japanese authorities have decided that the Chinese Customs shall be located at Pulin, the Kwantung border, as it is considered inconvenient to have the customs house at Dalny itself or in the central part of the territory leased by Japan. It is reported that negotiations to this end have already been opened with the Chinese authorities.

PRESENTATION ON BOARD "EMPEROR OF JAPAN."

A pleasant presentation was made at Vancouver, on the 6th ult., on board the *Empress of Japan* on behalf of the ship's company by Captain Pybus to Dr. Allan, ship's surgeon, who is retiring from that position. The presentation was made in the form of a purse containing \$150 in gold and was given in a neatly worded speech by the commander. On behalf of himself and the boat's crew, Captain Pybus expressed deep regret at the departure of Dr. Allan from the company's service, and conveyed testimonials of good wishes for his future prosperity and success. Not only were the good sentiments expressed in Dr. Allan's favour confined to the European part of the vessel's crew, but there is being made in Canton a Chinese embossed scroll containing the best wishes of the Chinese Travellers' Association and the Chinese employed on the boat. The characters on the scroll are Chinese and they wish the doctor a long life and many years of happiness.

Dr. Allan was completely taken by surprise, and not being given time to utilize his ability in constructing a reply, thanked the commander and those present for their substantial present and the good wishes showered upon him on that occasion.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on the 6th inst.:—

The market continues quiet and very little has been done beyond an investment business. Banks—Hongkong & Shanghai Banks have further appreciated to \$222½ closing firm with buyers at this rate. Nationals are now quoted at \$47 cum the call of £1 paid on 2nd inst.

Marine Insurances—Cantons have been disposed of at the reduced rate of \$342½. Unions can be placed at \$810. Quotations from the North show no change in either North China or Yangtzes which are quiet at Tls. 90 and \$175, respectively.

Fire Insurances—China Fires have improved to \$80 and are wanted, while Hongkong fires have changed hands at \$312½ closing slightly weaker at this rate.

Shipping—China and Manilla are quiet and without sales at \$15. Douglas has advanced and are in demand at \$43. Sales have been effected of Hongkong, Canton and Macao Steamboats at \$27 closing with further sellers at \$27 and buyers at \$26½. Indo-China goes offering at \$64½. The Shanghai quotation has declined to Tls. 54. A fair lot of Shell Transports were placed at 275.6d. closing steady. We have no business to report in Star Ferries.

Refineries—Sales are reported of China Sugars at \$150, at which rate more shares are offering. Other stocks under this heading are quite neglected and we have nothing to report.

Mining—Chinese Engineerings may be had at Tls. 980. Orientals are unchanged and Raubs have been done locally at \$3½.

Docks, Wharves and Godowns—Hongkong and Whampoa Docks are slightly easier at \$50, but shares are rather scarce and are not easily to be got. Kowloon Wharfs are inquired for at \$04. Shanghai Docks have dropped to Tls. 107, and have been dealt in at falling rates from Tls. 112. Hongkong Wharfs are weaker and are procurable at Tls. 222.

Lands, Hotels and Buildings—Hongkong Lands have declined and are to be had at \$113. Kowloon Lands are unaltered and West Points are a shade easier at \$52. There are sellers of Hongkong Hotels at \$127½ and Humphreys' Estates are in request at \$11. Shanghai Lands continue to rule steady with buyers at Tls. 111.

Cotton Mills—Lao Kung Mow have advanced and are now in demand at Tls. 71. Locally there is no business to report in other stocks under this heading and quotations are unchanged.

Miscellaneous—Green Island Cements have found buyers at \$18 and Dairy Farms at \$16. China Provident are quoted at \$9, and China Light and Power fetched \$0. Hongkong Electric are obtainable at \$15. Langkats are steady at Tls. 227½. Watsons are asked for at \$13, and Powells are quoted at \$14.

TO-DAY'S EXCHANGE.

London—Bank T.T.	2 1/2 5/16
Do. demand	2 1/4
Do. 4 months sight	2 1/4
Paris—Bank T.T.	2 1/2
Amoy—Bank T.T.	2 1/2
Canton—Bank T.T.	2 1/2
India T.T.	15 1/2
Do. demand	15 1/2
Hongkong—Bank T.T.	10 1/2
Singapore T.T.	10 1/2
Japan—Bank T.T.	10 1/2
Java—Bank T.T.	10 1/2

4 months sight L.C.	2 1/4
6 months sight L.C.	2 1/4
30 days sight San Francisco & New York	5 1/2
3 months sight do.	5 1/2
30 days sight Sydney and Melbourne	2 1/2
4 months sight France	2 1/2
6 months sight	2 1/2
4 months sight Germany	2 1/2
Bar Silver	20 1/2
Bank of England rate	20 1/2
Sovereign	9 1/4

To-day's Advertisement.

NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-BANGKOK LINE.

FOR BANGKOK VIA SWATOW.

The Chartered Steamship.

"KANJU MARU,"

Captain — will be despatched as above, on FRIDAY, the 13th instant, at Noon.

To be followed by

The Chartered Steamship

"PROMETHEUS,"

Captain Cornelissen, on or about TUESDAY, the 17th instant, at Noon.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,

Hongkong, 7th July, 1906. (608)

To-day's Advertisements.

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GODS OF KENNETH ELIOT HOPE POLLOCK, LATE OF VICTORIA, IN THE COLONY OF HONGKONG, MERCHANT, Deceased.

NOTICE is hereby given that His Honour the Chief Justice, has, in virtue of Section 88 of Ordinance No. 2 of 1897, made an Order limiting to the 15th day of September, 1906, as the time for CREDITORS to send in their CLAIMS against the Estate of KENNETH ELIOT HOPE POLLOCK, late of Victoria, in the Colony of Hongkong, Merchant, who died on the 20th day of July, 1905, at Victoria aforesaid intestate and letters of Administration of whose personal Estate and Effects were granted by the Supreme Court of Hongkong in its Probate Jurisdiction on 11th day of May, 1906, to GEORGE LEOPOLD DUNCAN, of No. 1, Duddell Street, Victoria aforesaid, Merchant, the Administrator.

NOTICE IS ALSO GIVEN that all such Claims are to be sent in writing to the Undersigned prior to the said 15th day of September, 1906, or no notice will be taken of them.

All persons indebted to the above Estate are requested to make immediate payment to the Undersigned.

Dated the 7th day of July, 1906.

JOHNSON, STOKES & MASTER,

Solicitors for the said Administrator,

8, Des Voeux Road Central, Hongkong.

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction,

ON

TUESDAY,

the 24th July, at 12 o'clock Noon,

The Hulk "MEENEE," late "SCREW," 3rd

Rate, 3,342 tons.

(Lately used by War Department as a

hospital ship.)

CONDITIONS OF SALE.

The Hulk will be sold as the now lies in

Hongkong Harbour with all Fittings, etc., and

about 150 tons of IRON BALLAST on Board,

with the exception of the following which will

not be sold, viz:—

CHAIN CABLES.

Cables will be removed by the NAVAL YARD

when a date for the removal of the vessel has

been arranged by purchaser with the NAVAL

YARD.

The vessel will be open to inspection for

Seven Days before date of Sale, between 10

A.M. and Noon; and 2 P.M. and 4 P.M. (SATUR-

DAY and SUNDAY excepted).

Inspecting Orders can be obtained from the

Auctioneers.

TERMS.—Cash before delivery; 25 per cent.

of the purchase money to be paid on the fall of

the Hammer, balance and the clearance to be

effected within Seven Days after date of sale.

HUGHES & HOUGH,

Auctioneers to the Government.

Hongkong, 7th July, 1906. (712)

THEATRE ROYAL,

CITY HALL.

JAPANESE CIRCUS.

FIRST VISIT TO HONGKONG.

TWENTY FIRST-CLASS PERFORMERS.

LADY ARTISTES.

PERFORMANCES:

TO-NIGHT (SATURDAY), 7th inst.

MONDAY, 9th inst.

TUESDAY, 10th inst.

WEDNESDAY, 11th inst.

MATINEE:—MONDAY, TUESDAY and

WEDNESDAY, 3 P.M.

Children half-price to any part of the

Theatre.

Wonderful balancing and trapeze acts.

Bicycle Riding on the Slack Wire. Daring

Tumbling and flying trapeze tricks.

The most wonderful original illusionist per-

formances by lady members of the Troupe.

Skilful Conjuring.

The finest programme of skill, strength and

mystery ever presented in Hongkong.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAYA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUK
GLASGOW and LIVERPOOL	"LAERTES"	12th July.
GLASGOW and LIVERPOOL	"POLYTHEMUS"	12th "
GLASGOW and LIVERPOOL	"ACHILLES"	19th "
GLASGOW and LIVERPOOL	"ALCINOUS"	26th "
GLASGOW and LIVERPOOL	"DIOMEDES"	2nd August.
GLASGOW and LIVERPOOL	"TELEMACHUS"	2nd "
GLASGOW and LIVERPOOL	"PELEUS"	9th "
GLASGOW and LIVERPOOL	"CHING WO"	9th "

HOMEWARD.

FROM	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PROMETHEUS"	17th July.
"GENOA, MARSEILLES & L'POOL	"TEUCER"	20th "
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	31st "
LONDON, AMSTERDAM & ANTWERP	"ORESTES"	14th August.
"GENOA, MARSEILLES & L'POOL	"TYDEUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	28th "
"HAYRE, ROTTERDAM & L'POOL	"ALCINOUS"	30th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, BATTLE, TACOMA, and SALMON COAST PORTS, and SAGAMI, KOBAYASHI, YOKOHAMA	"TELEMACHUS"	4th August.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"TEUCER"	14th July.
	"TYDEUS"	15th August.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th July, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KALGAN"	10th July.
SHANGHAI	"YOHOW"	10th "
MANILA	"TAMING"	10th "
SHANGHAI	"LINAN"	12th "
SWATOW, WEI-HAI-WEI, CHEFOO, and TIENTSIN	"HUICHOW"	12th "
CEBU and ILOILO	"KAIFONG"	18th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	18th "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
The Attention of Passengers is directed to the superior Accommodation offered by these
steamers, which is catered throughout with Electric Light. Unrivaled table. A daily
qualified Surgeon is carried.
Taking Cargo and Passengers through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th July, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 14th July, at Noon.
RUM	2540	R. Almond	"	SATURDAY, 21st July, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 7th July, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"ANGLO SAXON"	10th July.
"JOHN HARDIE"	20th August.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 19th June, 1906.

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY.
37, DES VOUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 2nd July, 1906.

TSIN TING,
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'ARQUILLAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS	DESTINATIONS	TO SAIL
SPEZIA	SHANGHAI, YOKOHAMA AND KOBE	9th July.
SAMBIA	SHANGHAI, YOKOHAMA AND KOBE	18th July.
SAXONIA	SHANGHAI, YOKOHAMA AND KOBE	25th July.

HOMEWARD.

From Cebu at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE
LEVANT, BLACK SEA and BALTIC PORTS: NORTH and SOUTH AMERICAN PORTS.

STEAMERS	DESTINATIONS	TO SAIL
* RHENANIA	HAYRE, ANTWERP, BREMEN & HAMBURG, and NAPLES for Landing Passengers (Calling at SPORZ, PENANG & COLOMBO).	10th July.
SCHWARZBURG	HAYRE and HAMBURG. (Calling at SPORZ, PENANG & COLOMBO).	24th July.
ALESIA	HAYRE and HAMBURG. (Calling at SPORZ, PENANG & COLOMBO).	7th August.
SPEZIA	HAYRE and HAMBURG. (Calling at SPORZ, PENANG & COLOMBO).	21st August.
* SILESIA	NAPLES, HAYRE and HAMBURG. (Calling at SPORZ, PENANG & COLOMBO).	4th Sept.

* This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.
The steamer is lighted throughout by electricity and carries Doctor, Stewardess and
Washermen.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be
followed by s.s. "HABSBURG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA" and s.s. "SILESIA."

COAST SERVICE.

STEAMERS	DESTINATIONS	TO SAIL
AMBRIA	SINGAPORE AND CALCUTTA	7th July, Freight.
ATHAKA	SHANGHAI	10th July, at 3 P.M.
LYDIA	KOBE	10th July, at 3 P.M. Freight and Passengers.
DAPHNE	NAGASAKI AND WLADEVOSTOK	End of July, Freight and Passengers.

Freight and Passage, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

For steamers of the Coast Service marked 1 to

SIEMSEN & CO.

Hongkong, 7th July, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

FOR	STEAMSHIP	ON
SHANGHAI	HANGSANG	WEDNESDAY, 11th July, 4 P.M.
MANILA	LOONGSANG	FRIDAY, 13th July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	TUESDAY, 17th July, 3 P.M.

Taking Cargo on through Bills of Lading to Cebu and Yangtze Ports.
These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 7th July, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To sail at Daylight on
"NUMANTIA"	4370	Feldmann	WEDNESDAY, July 11th, at Noon.
"ARABIA"	4483	Metzger	August 14th.
"ARAGONIA"	5198	Ernst	September 5th.
"NICOMEDIA"	4370	G. Meisner	September 16th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
Coldest States Ports. For through rates of Freight and further information, communicate
with us apply to

S. SILVERSTONE, Acting General Agent.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship.

"CATHERINE APCAR,"
Captain W. D. A. Thomas, will be despatched
for the above Ports, on WEDNESDAY, the
11th instant, at Noon.
For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 5th July, 1906.

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast.)
THE Steamship

"JESERIC,"
Captain Thompson, will be despatched for the
above Ports, on or about the 28th instant.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 4th July, 1906.

ORIENTAL PACIFIC LINE.

FOR YOKOHAMA AND SAN FRANCISCO.

THE Steamship

"DAKOTAH,"
will be despatched for the above Ports, on or
about the 10th of August.
For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 28th June, 1906.

To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 3rd July, 1906.

Shipping—Steamers.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship
"ARMAND BEHIC"
Captain. Barillon, will be despatched as
above, on or about the 9th instant, at Noon.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 2nd July, 1906.

"GLEN" LINE OF STEAMERS.
FOR HAMBURG, ANTWERP AND
LONDON.

THE Steamship

"GLENLOCHY"
Captain E. J. Stallard, will be despatched as
above, on or about the 9th July.
For Freight, apply to
MCGREGOR BROS. & GOW.
Hongkong, 5th July, 1906.

NIPPON YUSEN KAISHA.
HONGKONG-SWATOW-BANGKOK LINE.

FOR BANGKOK VIA SWATOW.
THE Chartered Steamship

"KANJU MARU,"
Captain —, will be despatched as above, on
or about TUESDAY, the 10th instant, at Noon.

To be followed by
The Chartered Steamship
"PROMETHEUS,"
Captain Cornillissen, on or about TUESDAY,
the 17th instant, at Noon.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
Prince's Building.

Hongkong, 3rd July, 1906.

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies.)
STEAM FOR
BOMBAY VIA SINGAPORE AND
PENANG.

Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN
and GENOA, also

VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE
and SOUTH AMERICAN PORTS
up to CALLAO.

(Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD), also BARCE-
LONA, VALENZA, ALICANTE,
ALMERIA and MALAGA.)

THE Steamship

"ISCHIA,"
Captain Dondro, will be despatched as above,
on TUESDAY, the 10th instant, at Noon.

At BOMBAY, the Steamer is discharging in
Victoria Dock.
For further Particulars regarding Freight
and Passage, apply to
CARL WITZ & Co.,
Agents.

Hongkong, 6th July, 1906.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAVERN,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 6 P.M.,
TO-DAY, TUESDAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 10th instant, will be sub-
ject to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 9th July, 1906, at 3 P.M.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 3rd July, 1906.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 4 P.M.,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 9th instant, will be
subject to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on MONDAY, the 9th instant, at
9.30 A.M.

All Claims must reach us before the 14th
instant, or they will not be recognised.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 2nd July, 1906.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NUBIA"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—

From London, &c.

From Italy.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 12th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 5th July, 1906.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Con-
signees of Cargo are hereby informed that
their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the
7th instant, will be landed at Consignees' risk
and expense into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance has been effected.
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 5th July, 1906.

FROM HAMBURG, ANTWERP, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"ALEXIA,"

Captain Luning, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.

Any Cargo impeding their discharge will be
landed into the hazardous and/or extra haz-
ardous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored
at Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 9th July, 1906, will be
subject to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 9th July, 1906, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 2nd July, 1906.

Entimations.

Mails.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TOURANE."

Captain R. Girard, will be despatched for MARSEILLES on TUESDAY, the 10th July, at 1 P.M. Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Next sailings will be as follows:— S.S. "TONKIN" 24th July. S.S. "ARMAND BEHIC" 7th August. S.S. "ERNEST SIMONS" 1st August. S.S. "CALEDONIE" 4th September. S.S. "POLYNESIE" 18th September.

G. DE CHAMPEAUX, Agent.

Hongkong, 27th June, 1906.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CON-INDIA, AFRICAN AND SOUTH AFRICAN PORTS.)

"DELTA."

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 14th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Britannia," 6,525 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London &c., will be conveyed from Bombay by the R.M.S. "Himalaya," due in London on the 20th August, 1906. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 30th June, 1906.

NORTHERN PACIFIC LINE. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY. PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Shawmut	9,666	E. V. Roberts	27th July
Tremont	9,666	T. W. Garlick	22nd Aug.
Lyra	4,417	G. V. Williams	—

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES. The twin-screw s.s. "Shawmut" and "Tremont" are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to DOBUELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 3rd July, 1906.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship	About
"LOWTHER CASTLE"	25th July.

For Freight and further information, apply to DOBUELL & CO., LIMITED, Agents.

Hongkong, 23rd June, 1906.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones. Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY	Per Case.
"	\$22.50
"	20.00
"	16.75
WHISKY, FINE MALT	20.00
JOHN WALKER & SONS' OLD HIGHLAND	12.50
C. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
DOURO	13.75
SHERRY, AMOROSO	20.00
LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1850.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

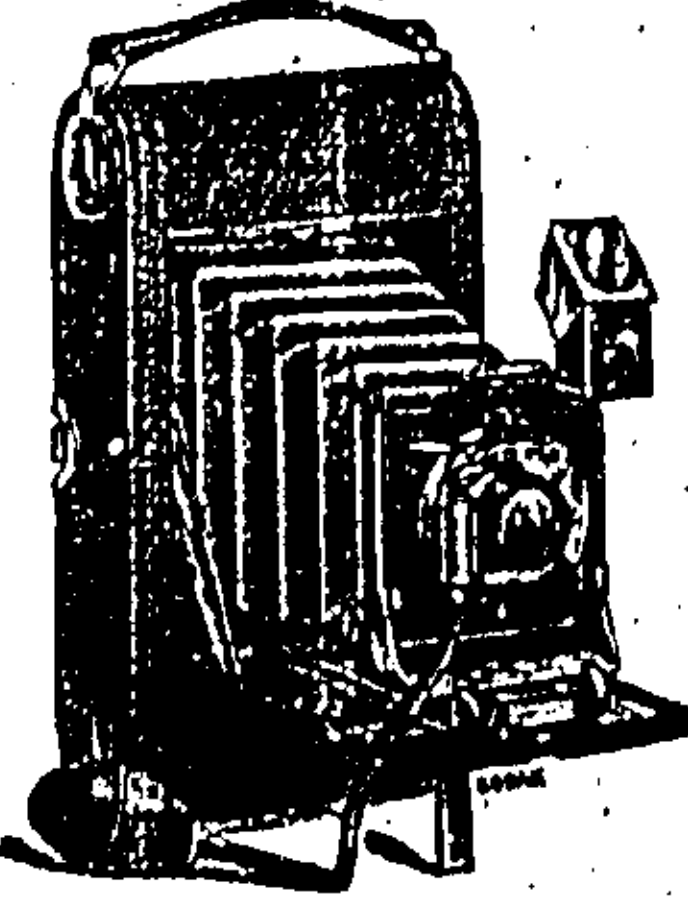
REQUISITES

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.



Telephone 256.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.

Hongkong, 16th May, 1906.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADDOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ £1,000,000 \$0,500,000 \$250,000 £127,735 \$150,000 }	\$1,699,777	{ £1 15/- div. and £1 bonus @ ex. 2/0/9/16 } = \$26.87 for 2nd half-year 1905	5 1/2 %	{ \$82 1/2 buyers London £92 1/2 \$47 cum call }
National Bank of China, Limited	99,925	£7	£6	{ \$1,600,000 \$147,895 }	\$74,099	\$2 (London 3/6) for 1905		
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,600,000 \$147,895 }	\$211,140	\$20 for 1904	5 1/2 %	\$34 1/2
North China Insurance Company, Limited	17,000	£15	£5	{ £100,000 Tls. 100,000 Tls. 50,000 }	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	5 1/2 %	Tls. 90 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 \$400,000 \$311,131 \$153,814 \$69,279 \$800,000 \$61,78 \$15,527 \$1,000,000 \$229,418 \$26.6 \$1,220,928 }	\$2,722,771	Interim div. of 1/3 for 1905	4 1/2 %	\$810 sa. & b.
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$229,418 \$26.6 \$1,220,928 }	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$229,418 \$26.6 \$1,220,928 }	\$344,048	\$5 for 1904	7 %	\$86 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$229,418 \$26.6 \$1,220,928 }	\$422,618	\$25 for 1904	8 %	\$312 1/2
SHIPPING.								
China and Manila Steamship Company, Limited	20,000	\$25	\$25	{ \$6,000 \$264,638 \$88,041 }	\$6,563	\$1 1/2 for 1905	7 1/2 %	\$20
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$250,000 \$600,000 \$154,331 \$120,000 \$241,150 \$3,999 }	Nil.	\$3 1/2 for year ended 30.6.1905	8 1/2 %	\$42 1/2 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,000,000 \$154,331 \$120,000 \$241,150 \$3,999 }	\$24,080	\$1 for 2nd half-year making \$2 for 1905	7 1/2 %	\$27
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ £100,000 Tls. 100,000 Tls. 50,000 }	£4,435	12/- @ 1/10 = \$6.20.51 for 1904	8 1/2 %	\$76 1/2 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 100,000 £400,000 \$154,331 \$120,000 \$241,150 \$3,999 }	Tls. 23,156	Final Tls. 3 making Tls. 5 for 1905	8 %	Tls. 62 sellers
"Do." (Preference)	100,000	£1	£1	{ £400,000 \$154,331 \$120,000 \$241,150 \$3,999 }	£107,815	Final Tls. 11 making Tls. 34 for 1905	7 %	Tls. 51 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £400,000 \$154,331 \$120,000 \$241,150 \$3,999 }	£107,815	1/- (Coupon No. 6 for 1905	4 %	27 1/2 sales
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$600,000 \$154,331 \$120,000 \$241,150 \$3,999 }	\$218	{ \$1.50 } for year ending 30.4.1906	5 %	\$30
"Do." (Founders')	10,000	\$10	\$5	{ \$600,000 \$154,331 \$120,000 \$241,150 \$3,999 }	\$218	{ \$0.75 } for year ending 30.4.1906	3 1/2 %	\$21
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 100,000 £400,000 \$154,331 \$120,000 \$241,150 \$3,999 }	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905	9 %	Tls. 45 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$850,000 \$450,000 \$400,000 }	\$40,914	Final of \$15 making \$75 for 1905	16 1/2 %	\$150 sellers
Luron Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$850,000 \$450,000 \$400,000 }	\$132,888	\$3 for 1897		\$20 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ \$850,000 \$450,000 \$400,000 }	Tls. 3,723	Tls. 24 for year ending 30.9.04		Tls. 100 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £80,000 \$26,011 }	£13,355	{ 1/- (No. 6) interim div. for 12 months } ending 28.2.06	7 %	Tls. 9.20 sellers
Central Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	{ £80,000 \$26,011 }	G. 590,050	Final of 50 cents making G. \$1 for 1905	7 %	G. \$14
Australian Gold Mining Company, Limited	50,000	£1	£1	{ £80,000 \$26,011 }	£8,745	No. 12 of 1/- = 48 cents		\$3 1/2 sales
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	{ \$70,000 }	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$500,000 \$55,160 \$20,000 }	\$20,040	Final of \$31 making \$6 for 1905	6 %	\$104 buyers
Hong Kong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$500,000 \$55,160 \$20,000 }	\$362,232	\$6 for second half-year making \$12 for 1905	8 %	\$150
New Amoy Dock Company, Limited	10,000	\$50	\$50	{ \$500,000 \$55,160 \$20,000 }	\$2,221	\$1 for 1905	5 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	{ \$500,000 \$55,160 \$20,000 }	Tls. 34,924	Interim of Tls. 4 for year 1905/6	11 1/2 %	Tls. 107 sales
Shanghai and Hongkew Wharf Company, Limited	37,000	Tls. 100	Tls. 100	{ \$500,000 \$55,160 \$20,000 }	Tls. 57,065	Final of Tls. 8 making Tls. 14 for 1905	6 1/2 %	Tls. 222 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ \$500,000 \$55,160 \$20,000 }	Tls. 5,668	Tls. 18 for 1905	8 1/2 %	Tls. 220 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none }	none	First year		Tls. 100
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ none }	\$9,028	\$24 for year ended 30.6.1905	8 %	\$31 buyers
Central Stores, Limited	6,000	\$15	\$15	{ none }	£4,719	{ \$2.00 on \$12 for 1905 } 7 % on \$7 1/2 for 1905	13 1/2 %	\$18 sales
"Do." (new issue)	24,000	\$15	\$15	{ none }	£4,719	None		\$152 buyers
"Do." (Founders')	123	\$15	\$15	{ none }	£4,719	None		\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$648,975 \$24,071 }	\$619	\$5 for second half-year making \$10 for 1905	7 1/2 %	\$127 1/2
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$250,000 \$5,700 \$1,297.3 }	\$57,839	Final of \$3 1/2 making \$7 1/2 for 1905	6 1/2 %	\$113
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ \$1,000,000 \$5,700 \$1,297.3 }	Tls. 1,935	Final of 6 1/2 to 7 % for 1905	10 1/2 %	Tls. 15
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ \$1,000,000 \$5,700 \$1,297.3 }	\$4,699	Final of \$6 making \$10	10 %	\$100
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	{ \$50,000 \$50,000 }	\$5,070	80 cents for 1905	7 1/2 %	\$11 buyers
Kowloon Land and Building Company, Limited	1,000	\$50	\$50	{ none }	\$574	\$2 1/2 for 1905	6 1/2 %	\$38
Shanghai Land Investment Company, Limited	17,000	Tls. 50	Tls. 50	{ Tls. 869,093 Tls. 170,000 none }	Tls. 32,194	Final of Tls. 3 making Tls. 6 for 1905	5 1/2 %	Tls. 111 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ none }	\$772	Final of \$1.00 making \$3.65 for 1905	7 %	\$52
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 45,939 }	Tls. 100,000	Tls. 8 for year ended 31.10.1905	11 1/2 %	Tls. 68 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$30,000 }	\$23,264	\$1 for the year ending 31.7.05	7 %	\$14 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 100,000 }	Tls. 18,718	3 % a/c 1898		Tls. 61 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none }	Tls. 30,760	Tls. 8 for 1905	11 1/2 %	Tls. 71 buyers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	{ Tls. 18,416 }	Tls. 35,986	Tls. 25 for 1905	8 1/2 %	Tls. 300 sellers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none }	\$1,066	\$7 for 1905	7 1/2 %	\$90 sellers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ none }	\$814	1/3 per share for 1905	8 1/2 %	\$7 ex div.
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none }	\$9,000	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	{ none }	Nil.	\$1 for 1904		\$7 1/2 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 }	Tls. 589	Final of Tls. 5 making Tls. 10 for 1905	12 1/2 %	Tls. 79 sellers
China Light and Power Company, Limited	10,000	\$10	\$10	{ none }	\$1,219	60 cents for year ended 28.2.06	9 %	\$9
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$8,000 }	\$1,581	80 cents for 1905	7 1/2 %	\$16 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$25,000 }	\$2,864	\$1.20 for year ending 31.7.1905	9 %	\$16 buyers
Green Island Cement Company, Limited	150,000	\$10	\$10	{ \$410,000 \$500,000 }	\$52,291	\$2 dividend and 50 cents bonus for 1905	9 %	\$28 buyers
Hall & Holz, Limited	21,000	\$20	\$20	{ \$186,000 }	\$20,893	\$2 1/2 for year ending 28.2.06	11 %	\$23 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none }	\$2,568	{ \$1.00 } for 10 months ending 28.2.06	8 %	\$15
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$50,000 }	\$2,796	\$5 for year ending 30.11.1904	6 1/2 %	\$235
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$80,000 }	\$3,776	Final of \$15 making \$19 for 1905	8 %	\$240 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$61,000 }	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$29
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$2,500 }	\$88	Final of 50 cents making \$1 for the year	11 1/2 %	\$9
Maatschappij tot Mijn- Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,502 Tls. 27,503 }	Tls. 10,374	(second interim div. of Tls. 7 1/2 making	10 %	Tls. 227 1/2
Philippine Company, Limited	67,500	\$10	\$10	{ none }	Dr. P. 34,324	Tls. 15 so far a/c yr. ended 31.10.06		\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 165,000 }	Tls. 11,017	{ Tls. 3 1/2 final & Tls. 1 1/2 bonus making } Tls. 8 1/2 1905	6 1/2 %	Tls. 134 1/2 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 }	Tls. 9,751	Tls. 6 for 1904	11 %	Tls. 55 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 37,000 Tls. 2,820 Tls. 25,000 }	Tls. 4,753	Final of Tls. 8 making Tls. 14 for 1905	9 1/2 %	Tls. 147 1/2 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 25,000 }	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	6 1/2 %	Tls. 73 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	{ Tls. 190,000 }	Tls. 85,592	Final of 37 1/2 making \$2 1/2 for 1905/6		Tls. 365 sellers
South China Morning Post, Limited	7,000	£20	£10	{ none }	Dr. \$41,934	First year		Tls. 280 sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none }	\$1,134	None	8 1/2 %	\$20
Teikoku Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 }	Tls. 1,012	50 cents for year ended 31.5.05	7 1/2 %	Tls. 110
United Asbestos Oriental Agency, Limited	9,900	\$10	\$4	{ Tls. 4,000 }	\$551	{ \$0.80 } for year ended 31.5.1905	9 %	\$9
"Do." (Founders')	100	\$10	\$10	{ \$22,000 }	\$551	{ \$19.80 } for year ended 31.5.1905	11 %	\$180
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$305,000 \$25,000 }	\$7,734	Final of 50 cents making \$1 for 1905	7 1/2 %	\$13 buyers
William Powell, Limited	15,000	\$10	\$10	{ \$4,500 }	\$576	Interim div. of 50 cts. for the year 1905/6	10 %	\$10 1/2